

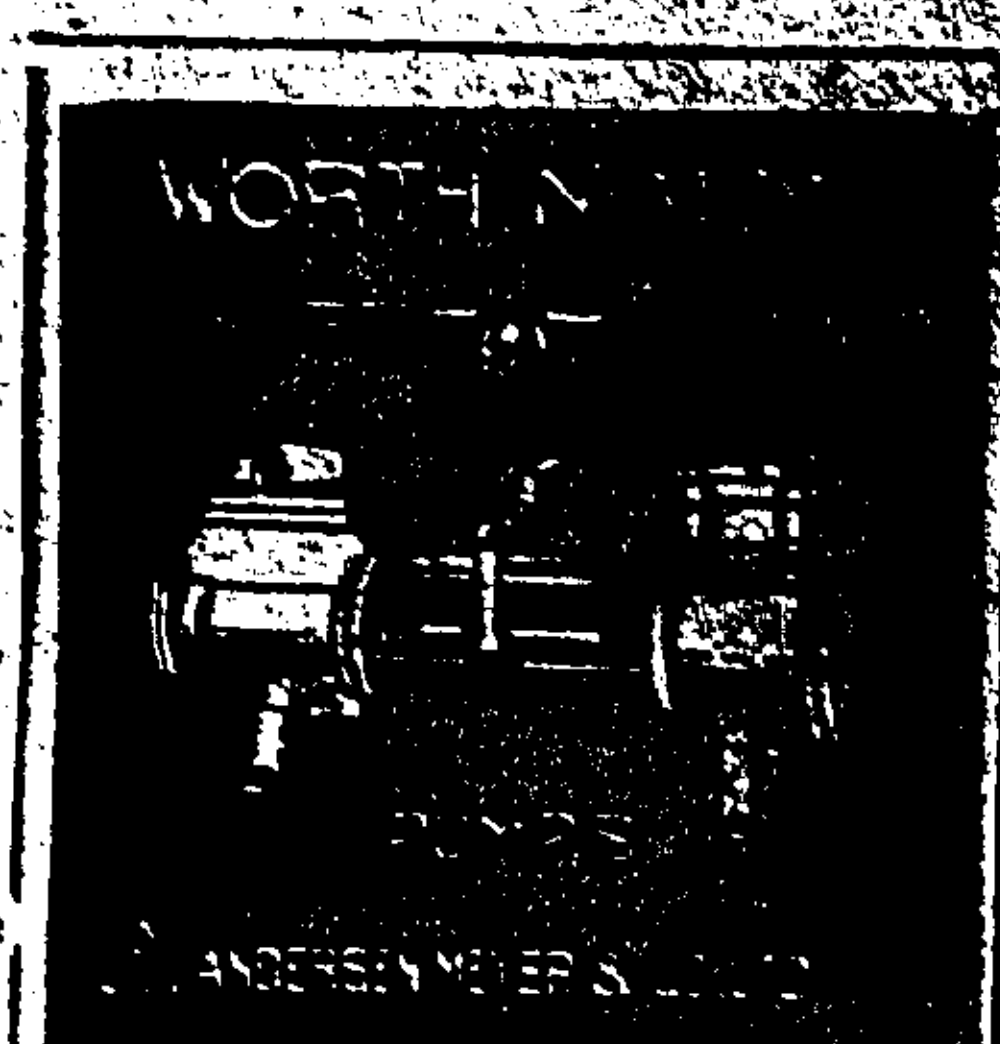


# The Hongkong Telegraph.

(ESTABLISHED 1881.)

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## REUTER'S TELEGRAMS.

### THE COAL STRIKE.

#### DEBATE IN THE COMMONS.

London, October 19.

The House of Commons has resumed. There was a crowded house in view of the prospect of an immediate debate on the coal crisis.

#### SIR ROBERT HORNE'S STATEMENT.

London, October 19.

In the House of Commons, Sir Robert Horne made a statement in regard to the coal strike. He emphasised the gravity thereof and deprecated recrimination. He urged goodwill and commonsense and declared that since the Sankey enquiry the miners' wages had increased more than the cost of living. He emphasised the disastrous effects of a strike of one million miners. Idle shipping was being held up and blast furnaces were being damped down. Factories throughout the country were closing, tens of thousands were being thrown out of employment daily, and trade would be gradually strangled, entailing hardship and starvation on great masses of the community. He declared that this issue was never submitted to the miners and reports from the coalfields showed that many miners did not know that the alternative to an acceptance of the Government's proposals was a strike. The Government was open to receive any suggestion whereby a peaceful solution could be obtained and he urged all to strive therefor.

#### U.S. PRESIDENTIAL CAMPAIGN.

##### PRESIDENT WILSON ON A GRAVE STATEMENT.

Washington, October 19.

President Wilson has sent a letter to Senator Harding in connection with the latter's speech, mentioned on the 17th, querying the statement that France approached him as a private citizen of a nation which was not a member of the League of Nations. He points out the grave and extraordinary inferences that will be drawn from such a statement and President Wilson has directed an inquiry to be made as to whether France authorised anybody to approach Senator Harding on the matter.

#### FRENCH DENIAL.

Washington, October 20.

The French Charge d'Affaires, presumably as the result of communications with the French Government, has informally replied to President Wilson's inquiry, mentioned yesterday, declaring that the Government has not authorised anyone to approach Senator Harding, officially or unofficially.

#### UNEMPLOYMENT AT HOME.

##### TRADE UNIONS APPEALED TO.

London, October 19.

Replying to a question in the House of Commons with regard to unemployment, Mr. Lloyd George pointed out that many thousands of ex-service men, of which 180,000 were unemployed, could be employed in the building trade. Half a million new houses were required. Proposals in this connection had been made to the Trade Unions. The Government had approved other proposals, including road-making, and had appealed to Trade Unions to suspend certain rules in order to admit additional men to the foundry iron and railway wagon building trades. He hoped that the problem of unemployment, especially as regards ex-service men, would adequately be met during the winter, but the coal strike would enormously increase the number of unemployed.

#### IRISH OUTRAGES.

##### HUNDRED POLICE KILLED THIS YEAR.

London, October 19.

In the House of Commons, replying to Mr. Penryfather, Sir Hamar Greenwood stated that since January 1 a hundred Police and eighteen Military had been killed in Ireland and 160 Police and 66 Military had been wounded, while 667 Police Barracks had been attacked and most destroyed. There had also been an organised attempt to boycott the Police, their wives and relations. The Government's means for protecting servants of the Crown and dealing with the authors of outrages and those conniving thereat were steadily improving.

#### CALIFORNIAN LAND QUESTION.

##### CONVERSATIONS PROGRESSING SATISFACTORILY.

New York, October 18.

The State Department announces that the Japanese conversations on the Californian land question are continuing fully satisfactorily, though they are being somewhat delayed owing to Mr. Shidehara and Mr. Davis being engaged in the Communications Conference.

#### THE "STARVING" MYOR.

##### NO FEEDING BY PRISON AUTHORITIES.

London, October 19.

In the House of Commons, replying to Mr. Bottomley, Mr. Short said he could not advise the King to order the release of Mr. McSwiney. He declared there had been no form of feeding Mr. McSwiney on the part of the prison authorities.

#### DANISH FINANCES.

##### REPORTED LOAN FROM AMERICA.

Copenhagen, October 19.

It is reported that the Minister of Finance intends to raise in America a 9 per cent. State Loan of \$25,000,000.

#### A CABLE DEAL.

London, October 19.

The Direct United States Cable Company has been sold to the Government for \$27,000,000. The sale has meant the transfer of the

## LATEST SPECIAL TELEGRAMS.

(From Our Own Correspondents.)

### JAPANESE SELLING PIECE GOODS.

#### BANKS BRING PRESSURE TO BEAR.

Shanghai, October 21.

Japanese importers are selling piece goods from the godowns at the market price, due to pressure from the Banks owing to the scarcity of money in Japan.

#### A WARNING TO MEN.

##### ANTHRAX IN SHAVING BRUSHES.

Shanghai, October 21.

The Shanghai Health Officer has issued a warning against the purchase and use of shaving brushes of Far Eastern origin, citing the case of a foreign fatality due to anthrax.

#### MISSIONARIES FOR KWANGTUNG.

Shanghai, October 21.

Six American priests are sailing for Hongkong by the S.S. Nanking, en route to stations in Kwangtung.

## EARLIER SPECIAL TELEGRAMS.

(From Our Own Correspondents.)

### SHANGHAI PIECE GOODS CRISIS.

Shanghai, October 19.

The President of the Chinese Importers' Association asserts that Japanese piece goods merchants are offering spot cargo at below the market price in an attempt to displace British and American goods during the crisis.

The Association declares that eighty Chinese dealers will suspend business and many will leave Shanghai. Japanese merchants are also extending credit concessions to stable firms.

Wharves and godowns are stacked up with goods destined for merchants who are unable to meet the demands upon them.

British and American importers refuse to change their policy, holding that written contracts are sacred.

#### FAMINE RELIEF FUND.

Shanghai, October 20.

The Street Unions and the Nanyang Brothers Tobacco Company are uniting to raise four hundred thousand dollars in aid of the Famine Relief Fund.

Nanyang Brothers Tobacco Company has ordered the members of its staff throughout the country to help in the work of relief and investigation.

#### M. CLEMENCEAU IMPRESSED WITH SINGAPORE.

Singapore, October 21.

M. Clemenceau was to-day entertained by compatriots and Chinese. Interviewed, he said he came East to complete a rest and regretted he had not time to visit Indo-China and China. He was impressed with the prosperity of Singapore.

#### JAVA SUGAR SPECULATORS.

Singapore, October 21.

The sugar speculators are still trying to fix up a trust in Java. They are holding at present two million pikuls.

## TO-DAY'S CHINESE TELEGRAMS.

Shanghai, October 21.

Important representations have been made to the Government that the present opportunity to have the tuchun system abolished, in order to comply with the public opinion of the country, should not be lost.

It is reported that the "Peace Conference" is now in progress between the Peking Government and Luk Wing-ting and Shun Chun-hsun. The abolition of the Military Government in Canton is said to be one of the principal questions being discussed.

Peking, October 21.

As the second protest made by the Ministry for Foreign Affairs to the Japanese Legation in regard to Japanese soldiers marching to Hsien Chün (a town near to the Korean border) has had no result, the Vice Minister of the Ministry has called on the President for instructions. A Cabinet meeting was immediately held.

## PEAKITES AND KOWLOONATICS.

(BY "JE N'Y PENSE.")

Inhabitants of lofty Peak,  
Lovers of fog and rain,  
Who scarce dare condescend to speak

To dwellers of the Plain,  
But ever raise a haughty beak  
In farcious disdain.

It may not all be due to "side,"  
Mere physics may explain  
That those who on the heights abide

Get water on the brain  
From condensation of the tide  
Of cloud and mist and rain.

Then, when the pressure from within

Most people know full well,  
Exceeds some 15 lbs per in.,  
(As with a diving-bell)  
Unless a hole be made therein  
The head begins to swell.

Ye dwellers of the Flats below  
Who rail at those above,  
And sometimes let your anger glow

Fierce as a red-hot stove;  
The Peakites may, for all you know,  
Be brimming o'er with love.

What you miscall an icy stare,  
Or even a cut direct,  
May merely be the chilly air  
Which they cannot correct.  
The cause is the cool weather there.

And they are the effect.

The sun that sheds on you its beams  
And makes you sweat and blink,  
Is not so kindly as it seems.  
It may drive you to drink;  
While, if your head with notions teems,  
It causes them to shrink.

Someday, perhaps, your foes will go,  
Leaving their lofty perch  
To seek the genial climes below;  
May God reward their search!  
Then will they be most grieved to know

They left you in the lurch.

And you will sometimes pay a call  
As friends up on the Peak.  
While they in turn will risk a fall  
From out their narrow clique  
To meet you in some common Hall

For entertainment, rout, or ball;  
There'll be no wormwood, then, nor gall.  
'Twixt Kowloon and the Peak.

The Peakites and Kowloonatics  
Will settle up their feud,  
And put aside such silly tricks  
As thinking each too good;  
And one will with the other mix  
In loving brotherhood.

I do not think that time will come  
The present age within,  
To graft the swollen cerebrum  
With that which is too thin.  
For sure the blest Millennium  
Would straightaway then begin.

Ere such an era dawns, I trow,  
With cats will play the mice;  
And every sparkling rill will flow  
With honey, milk, and spice.  
So, till it comes, I pray you go  
And act on this advice:

"Oh! On the Middle Levels rove,  
And you'll not care a blow  
For all the sneots of those above,  
Nor envy those below;  
But happy and contented move  
Not fast nor yet too slow."

Note—"Sneot" is described by Horace Vachell as an indefinable mixture of a smile of derision, a sneer of contempt, and a suggestion of a toss of the head.

TO SIT ON BENCH WITH  
HER FATHER.

Mrs. E. Cartwright, the first lady magistrate for Borneo Petty Sessions Division, is a daughter of 412 miles. Pink chairman of the bench and she will come.

## A. D. C. PRODUCTIONS.

### BOOK TO-MORROW.

General booking opens to-morrow morning at Montreux for the A. D. C.'s forthcoming Dunsany productions in aid of the Famine Relief Fund.

The advance booking has been so phenomenal that early application for seats is advisable. An extra night has been added, on Wednesday, November 3rd, and this will perform have to be the last one, as previous theatre booking precludes further repetitions.

Prices are as usual—Stalls and Circle \$3, Pit \$2, Gallery \$1. Soldiers and sailors in uniform will be admitted at half price.

The curtain rises each evening at 8.30 sharp, and it is hoped that by this means everyone will be seated at the commencement. The following four plays will be produced each night—"The Golden Doom," "The Glistening Gate," "The Compromise of the King of the Golden Isles," "The Lost Silk Hat."

## EXCITEMENT AT THE CORONET.

"Pinto," which has been selected as the photo play to open the super-production autumn season at the Coronet, is one of Mabel Normand's greatest screen triumphs, and every foot of film is just packed with laughs and unexpected twists.

And talk about speed! Wild chases over Western plains; Pinto's sensational and highly informal introduction to society; a spectacular social fete in which the two-nun whirlwind stages a wild West show that winds up in a riot. These are but few of the comic high lights that help to make "Pinto" the funniest and most elaborate comedy in which Mabel Normand has ever appeared.

As the title character, Mabel Normand presents a figure that would wring tears of mirth out of a thousand year old mummy. She is a human dynamo of energy and fun. Whether she is galloping across the plains, galloping through a Long Island mansion hell-bent, she just bristles with dash and jollity.

And the whole of the adventures commence with "Pinto's" eighteenth birthday, when her five "fathers" who adopted her when her parents died, decide that ranch life will never make a "lady" out of her. Their pal, now a member of New York's "400," enthusiastically agrees to give her the necessary "education."

Accordingly Pinto, accompanied by her "nurse maid," "Loey," bald, fat and forty, hits the trail for New York and high society. And the result is one of the best gloom-chasing photo-plays that has ever been screened.

## BILLIARDS.

### POLICE WINS.

The Police have been very successful in their Inter-Mess League matches, recording wins in their last two games, the results of which were as follows—

POLICE (4).

S. Insp. Cooper ... (won)  
S. Insp. Wilson ... (won)  
Sgt. Greig ... (won)  
Insp. Gerrard ... (won)  
Sgt. Maskell ... (lost)  
Sgt. Carpenter ... (lost)

R.O.A. LYEMUN (2).

Sgt. Allen ... (lost)  
Sgt. Phillips ... (lost)  
Sgt. Marshall ... (lost)  
Sgt. Beatwell ... (lost)  
Mr. Gnr. Button ... (won)  
Sgt. Skeet ... (won)

POLICE (4).

Insp. Gerrard ... (won)  
S. Insp. Cooper ... (won)  
S. Insp. Wilson ... (won)  
Sgt. Carpenter ... (lost)  
Sgt. Portablon ... (won)  
Sgt. Greig ... (lost)

R.O.A. KOWLOON (2).

Mr. Gnr. Bruce ... (lost)  
Sgt. Walker ... (lost)  
R.O.W.S. Clark ... (lost)  
Sgt. Shipley ... (won)  
Sgt. Donnell ... (lost)

## POLICE RESERVE.

### ISSUE OF WAR SERVICE CERTIFICATES.

The issuing of war-service certificates to members of the Police Reserve is now taking place, several having been distributed to-day to men who served in that force during the war.

The certificates, which are headed, "The Great War, 1914-1919," certify that those receiving them "served His Most Gracious Majesty George V., King of the United Kingdom of Great Britain and Ireland and of the British Dominions beyond the Seas, and Emperor of India, as a member of the Hongkong Police Reserve."

They bear the signatures of H.E. Mr. Claud Severn, as Officer Administering the Government, and of Mr. F.C. Jenkin, Commanding the Police Reserve, and give the date of the recipient's joining the force, the unit and rank, and the recipient's record in the Force.

At the foot of the certificate is given the official reason for the creation of the Force, added to which is a statement that by the end of 1918 over 800 men—representative of the British, Portuguese, Indian and Chinese sections of the community—had been on the strength of the Force, the establishment including Staff, eight Platoons of Foot Police, Detachment of Mounted Police, Water Police, Search Supervisors, Ambulance Platoon, Motor Cycle Patrols, Maxim Gunners, Band, Orchestra, Bugler and Drummers.

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## DAY BY DAY.

H. M. S. Ambrose is being refitted in the naval dry-dock.

Capt. and Mrs. W. E. Clarke left by the Empress of Russia to-day.

H. M. S. Robin has returned to the Colony. She will leave for the West River to-morrow.

From the funeral shafting of the late Mr. H. M. S. Tamar, 1,889 loads of prepared opium were seized by Revenue Officer Ward and Chinese revenue men yesterday morning.

To-day is the anniversary of the Battle of Trafalgar, and in honour of the occasion a dinner is being held on H. M. S. Tamar, in connection with which there will be a late Peak tram at 12.30 a.m. We understand that the local branch of the Navy League is offering prizes to scholars in the British Schools for the best essays on Trafalgar.

A practice shoot for those members of the Hongkong Volunteer Defence Corps desirous of places in the League Team will be held at King's Park Range on Saturday and Sunday, 23rd and 24th October, commencing both days at 2.30 p.m. Conditions—10 Rounds and 2 Sights at 200, 500 and 600 yards. Sings not to be used.

## TO-DAY'S EXCHANGE.

The closing rate of the dollar, on demand, to-day was \$3.10 3/4d.

## THE WEATHER.

2 p.m. Barometer—29.98. Temperature—80°. Humidity—42°.

## DON'T FORGET.

### TO-DAY.

Coronet Theatre—5.15 and 9.5 p.m.  
Herald Theatre—5.15, 7.15 and 9.15 p.m.

### TO-MORROW.

Coronet Theatre—5.15 and 9.15 p.m.  
Herald Theatre—5.15, 7.15 and 9.15 p.m.



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GENERAL NEWS.

**PRESIDENT AS AUTHOR.**  
President Han Shih-chang's book, "The Chinese Republic after the World War," has been published and has been submitted to the Cabinet.

**U.S. CIVIL SERVICE REFORM.**  
Reclassification of the Federal Civil Service was recommended in a report prepared for presentation at the convention of the National Federation of Federal Employees, recently held at St. Louis.

**PROF. RUSSELL.**  
The local Chinese papers report that Prof. the Hon. Bertrand Russell, a passenger per the a.s. "Portico," has arrived at Shanghai and will be entertained by the local public bodies, including the Educational Association of the province of Kiangsu. He will remain in China for one year, giving lectures at various places in China.

**ANOTHER UNIVERSITY FOR NANKING.**

Dr. Hu Suh and Dr. Monlin Chiang, the two most active leaders of the New Thought Movement, have suggested to the Ministry of Education the establishment of another Government University at Nanking. It is said that their suggestion has already met with the approval of Minister Fan Yuen-lien.

**COLLISION ON THE CLYDE.**  
Between four and five o'clock on a Saturday evening a collision took place on the Clyde near Rotheray Dock between the Holt liner Euryades, outward bound, and the steamer Frankdale, which was on charter by the Clan Line, and also outward bound. The Euryades proceeded to Glasgow, and the Frankdale remains at the Tail of the Bank for survey.

**AEROPLANE'S SWOOP OVER CROWDED SANDS.**

While flying with two passengers over Scarborough an aviator, Captain Oliver, was forced to descend on account of magnetic trouble. He intended to land on the South Sands, but they were so crowded that he was forced to have killed someone in doing so. He consequently flew over the people and dropped into the sea wrecking the propeller and damaging the wings.

**A CHINESE SETTING.**  
Probably the action of Mr. Somerset Maugham's next play will take place in an entirely Chinese setting. All the characters will be European, and he will endeavour to show the influence of the changed conditions of life in their development. Before the play can be written, however, it will be necessary for Mr. Maugham's imagination to have time to assimilate the results of his recent travels in the Far East.

**MR. ASQUITH AND LORD MAYOR OF CORK.**

Mr. Asquith has sent the following message in answer to an appeal from Mr. Whitehouse, former Liberal M.P. for Mid-Lanark: "I think the decision to allow the Lord Mayor of Cork to die in prison a political blunder of the first magnitude. I would gladly intervene if any appeal of mine could lead even now to wiser counsel prevailing, but I fear that the latest declarations of Ministers preclude any such hope."

**NEW TOKYO AMERICAN SCHOOL.**

The new building of the Tokyo American school, which is in course of construction on the Shibaura reclamation, is nearing completion. The school, which is at present located at Akashicho, Tsukiji, accommodates 115 foreign children, representing 17 nationalities. Of the total number some fifty are American children. Mrs. Uyehara, the wife of Mr. Uyehara, a member of the House of Representatives, and a professor at the Meiji Law College, is the only Japanese teacher on the staff. According to this lady, there are seven or eight Japanese children among the students, mostly born in America.

**NEW CRIMINAL DETECTION DEVICE.**

It is reported from Paris that an important discovery tending to make easier and surer the identification of criminals has been made by Dr. Declere. By rubbing the finger tips with carbonate of bismuth and applying the X-rays he has obtained a negative which reveals the smallest details, and by enlarging the negative the exact print of the bones and nails of the fingers, which vary considerably in each individual, is shown. It is claimed that the prints of finger bones and nails will establish two new factors in identification. By the new method the finger bones of drowned persons can be taken, which is not possible with the existing system.

EARLIER'S TELEGRAMS.

THE COAL STRIKE.

Paris, Oct. 17.

Commenting on the miners' strike, "Le Temps" states that public opinion the world over is behind the British people and Government in their fight against those threatening Britain's magnificent effort to restore normal economic life.—Hores.

London, Oct. 19.

The question of a general election is again being discussed. Some of the miners' leaders declare that the Government intend soon to go to the country. This decision, however, is unlikely to have yet been taken, but the development of sympathetic strikes may make an early appeal inevitable. Unemployment is steadily increasing. It is estimated that 1,750,000 will be unemployed by the week-end. Meanwhile all eyes are centred on the debate in the House of Commons to-day, whereupon present hopes of settlement are centred. The train services are being reduced by ten per cent. on 21st Oct. the reduction steadily rising to thirty per cent.

Between 30 and 40 of the demonstrators in Downing Street were injured. Twenty were treated in hospital. Ten police were hurt. The fracas lasted over two hours. A number arrests were made.

CHINA CONSORTIUM AGREEMENT.

London, Oct. 18.

The "Times" New York correspondent says that the Chinese Consortium agreement reads: "National Groups opine that the interests of the Chinese people can, in existing circumstances, be best served by co-operative action by various banking groups, representing investment interests in their respective countries, in procuring for the Chinese Government the capital necessary for a programme of economic reconstruction and improved communications. With these objects in view the respective national groups are prepared to participate, on equal terms, in such undertakings as are calculated to assist China to establish her great public utilities and to these ends to welcome the co-operation of Chinese capital."

The Belgian group have one ninth interest and the others two ninths interest each. It is understood the Japanese reservations with regard to Shantung railway, like the American reservations with regard to the Grand Canal improvement project, are due to small technicalities of a purely ephemeral character. In order to ensure the uninterrupted progress of the Consortium's wide-reaching plans for China's development, the agreement provides joint diplomatic action at Peking in the event of competing proposals for loans being attempted.

POLAND'S WARS.

Warsaw, Oct. 19.

A communique of 17th inst. chronicles continued advance towards the Lithuanian frontier. Polish detachments in the direction of Minsk are withdrawing to a fixed line. Detachments temporarily occupied the town and captured machine-guns. The latter tends to confirm the Red claim that they have occupied Minsk.

London, Oct. 19.

Reuter learns that the note handed to the Polish Government on Sunday by the Franco-British representatives at Warsaw, while firm and friendly, expresses the opinion that the Polish Government should completely disavow the seizure of Vilna and adds that if the situation is not quickly cleared up the Franco-British Governments will have to consider what further action might be necessary.

THE STARVING LORD MAYOR.

London, Oct. 19.

A specialist was called in to consult with the prison doctor at Brixton to-night in consequence of the condition of the Lord Mayor of Cork changing for the worse.

The "Daily Mail" says that Mr. Swiney is visibly weaker. He has contracted a cold and developed symptoms of scurvy on the 63th day of his fast.

BRITISH SHIPBUILDING.

London, Oct. 19.

Striking evidence of the ability of British shipbuilders to restore Britain's pre-war position as the world's greatest ship producer is provided by "Lloyd's Register" shipbuilding returns for the quarter ending 30th Sept., which show that during the last eighteen months the tonnage under construction in the United Kingdom increased from 2,500,000 tons to a record of nearly 3,750,000 tons, while in the same period the tonnage under construction in the United States had fallen from 4,000,000 to 1,750,000.

A LONG SIEGE RAISED.

Bagdad, Oct. 19.

The town of Kufah, beleaguered since July, was relieved on 17th inst. The garrison is well.

THE KING OF GREECE.

Athens, Oct. 19.

The King's condition at ten this morning was stationary, but a very grave congestion of the lungs has set in.

GENERAL TOWNSEND'S RESIGNS.

London, Oct. 19.

General Townshend announces that his retirement from the Army has been accepted.

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CHINESE CABINET MEETING.

NUMEROUS QUESTIONS CONSIDERED.

It is reported from Peking that at a recent Cabinet meeting the following questions were brought up for discussion and approval:

(1) The measures, six in all, submitted by the Ministry of Foreign Affairs, for dealing with the Russian subjects residing in China for approval.

The measures were approved accordingly, as submitted.

(2) The proposal of the Ministry of Navy to create the posts of Chief and Deputy Commissioners of Defence in the marine provinces.

The proposal was approved accordingly.

(3) The proposal of the Ministry of the Interior to employ, as a means of relief, the sufferers in the districts of distress for repairing the National roads. The three roads to be repaired are (1) that running from Peking to Tsinan, (2) that running from Tsinan to Kailengfu and (3) that running from Kailengfu to Changnan.

The proposal was approved accordingly.

(4) The proposal of the Ministry of the Interior to establish a special organ for the management of the famine relief to be known as the "Bureau for the Management of all Famine Affairs."

The proposal was approved accordingly.

(5) The request of the Ministry of Interior to set apart a sum of four hundred thousand dollars to be used in establishing "Congee-distributing depots" and canteens for the sufferers in the Metropolitan district and also in providing cotton clothing for them.

The proposal was approved accordingly and it was decided to instruct the Ministry of Finance to raise the necessary funds.

(6) The revised regulation governing the organisation of judiciary courts in Urga and other districts in Mongolia submitted by the Law Compilation Bureau for approval.

The regulations were passed accordingly as submitted.

(7) The appointment of Mr. Chang Kuo-chin concurrently as Chairman of the Commission for the punishment of high civil officials.

The appointment was approved accordingly.

(8) The appointment of Dr. Wang Chung-wei concurrently as Chairman of the Commission for punishment of the judiciary officials.

The appointment was approved accordingly.

(9) The proposal of the Ministry of Finance to appoint Mr. Wen Su Financial Commissioner of Kiangsu.

The proposal was approved accordingly.

(10) The proposal of the Ministry of Finance to dismiss Mr. Tuan Yung-pin, Salt Commissioner of Liang-Huai, and to appoint Chao Yu-hsun to succeed to the post vacated by Mr. Tuan.

The proposal was approved accordingly.

(11) The telegram from Admiral Liu Chien-chang, Chinese High Commissioner in Vladivostok, requesting to have the office in Vladivostok abolished.

The abolition of the office was approved accordingly.

(12) The proposal to send the Ching-wu forces under the command of General Lung Chikwang to Kiangsu to be engaged in farming there.

The proposal was referred to the Ministries concerned for further consideration, on account of the opposition raised by the people in Kiangsu.

Admiral Sak Chu-ping, Minister of Navy, and Mr. Chen Tse-chi, Minister of Finance, were delegated to render a report of the proceedings of the meeting to the President.

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THERAPION No. 2

THE HONGKONG JAPANESE MASSAGE ASSOCIATION.

Mr. U. SUGA Mrs. A. SUGA

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GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 575 lbs. net.

In Bags of 150 lbs. net.

SHEWAN, TOMES & CO.

General Managers.

Hongkong, 14th August, 1916.

Those who wish to send home

photographs for Xmas are

reminded that now is the time

to have their photographs

taken.

MEE CHEUNG

PHOTOGRAPHER.

MASSAGE HALL.

23, FLOWER STREET.

MR. T. TAKAYE.

MRS. MORITA.

CERTIFICATED MASSEURS.

PATIENTS TREATED BY THREE OVER SEVEN

OF DISTRICT.

HONGKONG JAPANESE

MASSAGE ASSOCIATION.

Mr. U. SUGA Mrs. A. SUGA

2, Beaconsfield Arcade

(Opposite City Hall).

BILLIARDS.

PALACE HOTEL HANDICAP.

Playing in the Palace Hotel handicap last night, N. Earner (-125) beat A. Rowe (-100), the final scores being 250-208.

Highest breaks: Earner, 22 and 16; Rowe 18, 17 and 16.

R. Thomas (-125) beat G. H. Bayley (-200), by 250-143. Highest

breaks: Thomas 21, 19, 17 and three consecutive 16's; Bayley,

23, 18 and 17.

The games arranged for to-night

are:—6 p.m.—J. W. Hamilton

(-100) v. J. E. Clapham (-125);

8 p.m.—T. Barnes (-125) v. R. E.

Newman (-75).



## NOTICES

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a laugh in  
your life

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you let us

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Victrola in your home

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9, ICE HOUSE STREET.  
WATCHMAKER AND JEWELLER.CHRONOMETERS, CLOCKS, WATCHES AND NAUTICAL  
INSTRUMENTS REPAIRED UNDER MY  
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The most reliable Cloth in the World

For Pyjamas, Shirts and all underwear  
Fast Colors and unshrinkable.

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Entirely New Cloth

"Rivella"

Guaranteed thoroughly Shrink

Fast Colors - Absolutely reliable

SPLENDID ASSORTMENT OF—PYJAMA STRIPES  
31" wide \$1.75 per yard.

Great Variety of Flannels

JUST TO HAND

PLAIN COLORS AND STRIPES

31" wide—Prices \$1.00, \$1.25, \$1.50 per yard.

Low Exchange—Lower Prices

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THE CASH DRAPERS,  
HONGKONG.

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THE INSTRUMENT THAT MAKES THE DEAF HEAR

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MANUFACTURED BY THE DICTAPHONE COV.

AN ABSOLUTE NECESSITY FOR DEAF PEOPLE

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A DEMONSTRATION OF THIS WONDERFUL INSTRUMENT

MAY BE HAD AT THE SOLE AGENTS FOR HONGKONG

N. LAZARUS,

25, QUEEN'S ROAD CENTRAL

## SHIPPING NEWS.

OLYMPIC'S 2,500 PASSENGERS.  
When the Olympic left  
Southampton last month for New  
York she had a record passenger  
list of 2,500.CHESTER SALE RATIFIED.  
The purchase of the British  
national shipyard at Chester  
by a private firm has, it is stated,  
now been ratified.

GERMAN SHIPYARD CLOSED

DOWN.  
From Hamburg it is reported  
that the extensive Blohm and  
Voss shipyards have been closed  
down indefinitely owing to labour  
troubles.LARGE LINES FOR FAR EAST.  
Four large liners for the P. & O.  
Far Eastern service are under  
construction. They are the  
Mooltan and Nalga (10,700 tons  
each) and the Mollavia and  
Mongolia (11,500 tons each).LABOUR'S BIG SHARE OF PROFITS.  
At the annual meeting of the  
Tyne-Tees Shipping Co. held at  
Newcastle, Alderman R. Macdon,  
M.P., stated that from 45 to 75  
per cent. of wages according to  
class of freight, was absorbed in  
paying labour for discharging at  
Newcastle. In two days 24 men  
had averaged £1 15s per day for 12  
hours' work, the latter being 7s  
6d per hour, plus overtime at 2s 6d.PROSPERITY OF SWEDISH LINES.  
It is stated that Swedish ship-  
ping has not been in any way  
seriously affected by the slump  
in freights which has set in late-  
ly. The Swedish shipping com-  
panies, who at the end of last  
June had 69 vessels of 114,695  
gross register tons under build-  
ing and a further 45 vessels of  
142,450 tons under contract at  
home or abroad, have, it is re-  
ported, not been forced or induced  
to cancel any contracts, which  
has been the case to a large  
extent in Norway.THE S.S. "CITY OF PEEN".  
The s.s. City of Peen was re-  
cently launched at the Jarro-  
yards of Messrs. Palmer's for the  
Ellerman Lines. Her dimensions  
are 447.12 ft. b.p. by 50.12 ft. by  
34 ft. 3 in. moulded to upper  
deck; 11,000 tons d.w.; two-deck  
type, with poop and combined  
bridge and forecastle; cruiser  
stern; double bottom fitted for  
carrying oil fuel; double reduc-  
tion geared turbines of Parsons  
impulse reaction type; 3 single-  
ended boilers; 230 lbs. pressure;  
Hawden's forced draught.LABOUR'S SEA POLICY.  
Introduced by Mr. James Sex-  
ton, the leader of the Liverpool  
dockers, the text of a Bill to  
amend the Merchant Shipping  
Acts, 1894 to 1920 has been  
published. Among its provisions  
are the following:—(a) Except in  
cases of grave emergency, no sea-  
man or apprentice on a British ship  
shall be employed for more than  
eight hours a day or more than 48  
hours a week; (b) The obligation  
to carry a certificated cook shall  
be extended to all British foreign-  
going ships of 1,000 tons and up-  
wards; and (c) maximum punish-  
ment for sending or taking a ship  
to sea in an unseaworthy state to  
be increased to penal servitude  
for ten years.

OIL FUEL STEAMERS FOR

AUSTRALIA.

The announcement made re-  
cently that a new line of oil fuel  
steamships is to be established to  
run between the United States of  
America and Australian ports  
provides a significant indication  
of the near approach of the  
"oil fuel era" as regards Australian shipping. The  
latest additions to the Aus-  
tralian Navy burn oil fuel. The  
new merchant vessels building in  
England for the P. and O. Com-  
pany and the Commonwealth  
Government also will be equipped  
for oil fuel, so that in the near  
future port authorities will be  
obliged to consider the question  
of providing adequate bunkering  
facilities for oil-burning vessels.CHARACTERISTICS OF  
MINISTERS.

## SOME COALITION

## PEN-SKETCHES.

One hears so much about the  
Coalition of all the Talents that  
it may be an act of sacrilege on  
my part to describe the Ark of  
the Covenant, says an M.P.  
Sitting opposite it, however,  
breeds a familiarity which  
some genius said breeds con-  
tempt. The Great High Priest,  
the Prime Minister, continues to  
exercise his Blondin sway. His  
entrances and his exits are all  
stage managed, and the crowd  
still plays up with enthusiasm.  
It is pathetic to observe how  
much they depend upon him.  
The success of Mr. Lloyd George  
lies in his nimble wits and his  
ability to clothe the scantiest  
idea in royal raiment. He can  
make a meal for the Coalition out  
of the most badly furnished bone.  
The Mother Hubbard of Coalition  
never comes to a bare cupboard.  
Add to this the facility of talking  
sufficiently pleasantly to both  
wings of his supporters, and we  
have all the ingredients of success.  
He has great abilities, not least  
of which is his absorption of ideas  
presented to him. He soaks up a  
brief like a sheet of blotting paper  
does ink, and turns it out in  
picturesque and rhetorical phrase-  
ology. The House of Commons  
is like a public meeting, and  
responds with the docile regularity  
of a clique. He is much less a  
Prime Minister than a dictator,  
and head and shoulders above his  
colleagues, reigns supreme.

## THE REAL BONAR LAW.

Mr. Bonar Law, his faithful de-  
puty, is a splendid fellow. He takes  
a great show of yielding to what  
he calls the sense of the House,  
but he can very quickly fall back  
upon a stubborn and unrelenting  
obstinacy. As on the occasion of  
the recent discussions of the St.  
Omer dump, once he is scratched,  
the real Bonar Law soon shows  
itself, even if the adversary be an  
old friend and colleague like Sir  
Frederick Banbury. I can con-  
ceive him saving up for his first  
speech in opposition to the Prime  
Minister. Then Members will  
revise their estimates of the  
Leader of the House.

## THE DULL CHANCELLOR.

Mr. Chamberlain is very dull.  
In charge of the finance of the  
country, he looks like the outside  
wall of the Bank of England. He  
is very touchy, and seems to  
think Members take a great  
liberty in asking for proofs of his  
bona fides. He has no strength of  
purpose, as is seen in his failure  
to stop extravagance. What  
seems to be strength is mere  
stubbornness. Nor has he any  
settled purpose. If the Prime  
Minister is the Blondin of the  
Coalition Circus, Mr. Chamber-  
lain is the contortionist. His  
greatest feat in that way were,  
of course, the War Wealth Levy  
and Excess Profits Duty.

## COMING MEN.

I have just read that Sir Gordon  
Hewart, Sir Hamar Greenwood,  
and Sir Robert Horne are coming  
men. This was in a Coalition  
organ; so it frees one from the  
charge of prejudice, because I  
was under the impression they  
had come. The Attorney-General  
is the handyman of the Coalition.  
Whether it is outside, as at  
Leamington, or inside on the  
St. Omer Dump, he is sum-  
moned to the rescue. He is worth  
every penny of his salary, and  
can produce the goods when  
wanted. Sir Hamar Greenwood  
rejoices in two valuable assets—  
a well-groomed appearance and  
a Canadian accent. They are his  
whole stock-in-trade. He will  
fall as miserably as Mr. Mac-  
pherson in a post for which there  
were no Tory starters. Otherwise,  
Sir Hamar Greenwood would not  
have had "an earthly." Sir Robert  
Horne is always pleasant. I can  
fancy him in Selfridge's Stret-  
showing customers to their  
various departments. He is the  
Prime Minister's shopwalker. He  
will never, however, own the shop.THE PROBLEM OF GERMAN  
COMMERCE.

## AN ENGLISH REVIEWER'S

## OPINION.

What are the possibilities for  
Germany's foreign trade? ask a  
writer in the Stock Exchange  
Gazette of London, proceeding to  
examine the question in the  
following terms:—  
"In the past, imports into  
Germany exceeded exports from  
Germany, and the unfavourable  
balance was made up by the  
earnings of German shipping,  
German banking, and German  
capital abroad. Having lost her  
merchant marine and having  
been uprooted from many of her  
foreign points of vantage, Ger-  
many will find it exceedingly  
difficult to pay for her indispen-  
sable imports of food and of raw  
material."The vast quantity of circula-  
ting paper has driven prices to  
incredible heights, wages have  
followed suit, and, at the same  
time, output has remained at  
about 50 per cent. the output of  
1913. The governmental and  
municipal undertakings are run  
with a gigantic deficit. The state  
railways alone are expected to  
cause a loss in the state of  
14,000,000,000 marks during the  
present year.Yet, although Germany's  
economic position is dark and  
threatening, many of her great  
resources remain to her. She has  
retained the wonderful North  
German plain with its unique  
river system, and her central  
position in Europe. Although  
she has lost a considerable por-  
tion of her minerals, she has kept  
vast quantities. In the Ruhr  
Valley alone she has consider-  
ably more coal than the whole of  
the United Kingdom. Besides it  
must not be forgotten that the  
Germans have been for centuries  
order loving, docile, and ex-  
traordinarily industrious. Should  
she succeed in creating order and  
good government, the Germans  
may take up once more their  
triumphant economic progress.

## A COALITION ORNAMENT.

Mr. Shortt, the Home Secretary,  
escaped soon enough from the  
Irish Secretaryship to avoid the  
fall of Mr. Macpherson. He is  
about the worst pilot a Bill can  
have through the House, and has  
all the astuteness of a village  
policeman. Still he is a Liberal  
prop of the Prime Minister and  
adaptable, and so he remains an  
ornament of the Coalition. Sir  
Eric Geddes would like to im-  
press the House. His broad  
shoulders seldom, however, square  
up to it, and in any difficulty  
he turns in despair to  
Mr. Arthur Neal, who can state a  
case more meticulously and at  
greater and unnecessary length  
than any other Minister on the  
Bench. Then there is Mr. Winston  
Churchill, always bubbling over  
for a scrap with somebody, and  
obviously chagrined because the  
Prime Minister won't let him off  
the leash. The most brilliant  
man of the bunch, he must also  
be the most disappointed. Mr.  
Balfour does not count. He  
attends once in a blue moon, and  
looks surprised to see anybody  
else there. When he is there he  
leads the chorus of "hear, here"  
for Mr. Lloyd George.

## A MOTLEY CROWD.

Mr. Walter Long of the "En-  
chantress" is best when he is  
hammering Mr. Malone, and  
worst when he is explaining the  
movements of our Fleet. A  
charming relic of the old English  
county gentleman, he still hopes  
to vary his public life by becom-  
ing Minister of Mines or Trans-  
port. Mr. McCurdy is the "Dear-  
me-no" of the Coalition. He  
always manages to convey the  
impression that the last thing in  
the world is to think that there  
is anything he would not do to do  
otherwise than you think he ought  
to do. They are a motley crowd, a  
modern Babel. They have been  
at a great feast of languages and  
stolen the scraps.

## NOTICES.

LANE, CRAWFORD &amp; CO.

FOR

OAKMORE BOOTS &amp; SHOES

There is nothing quite so dependable as  
OAKMORE BOOTS or SHOES. Fit-  
ting exactly, they yield the fullest  
support, and they are skillfully made to  
give comfort and service. Hard wear  
does not alter their shape.We have a varied stock in Black and Tan Boots and Shoes in  
Willow Calfskin, Glace Kid, Pigskin and Serone Calf.

## McAFEE'S BROQUE SHOES

They give a per-  
fect grip. Ideal  
comfort in walk-  
ing.Splendidly made  
in every detail.DRIPED, THE SUPER-LEATHER FOR SOLES, IS WATERPROOF,  
LIGHT AND HARD WEARIN.

WATSON'S

## HYGIENOL

A Powerful Disinfectant  
Germicide & Deodorant.

A. S. WATSON &amp; CO., LTD.

THE HONGKONG DISPENSARY.

Telephone No. 18.

## FRENCH LESSONS.

G. MOUSSON.

15, Morrison Hill Road.

## JUST ARRIVED

A FRESH CONSIGNMENT OF YARDLEY'S

HIGH CLASS ENGLISH SOAPS, PERFUMES.

AND OTHER TOILET PREPARATIONS.

## THE COLONIAL DISPENSARY.

14, Queen's Road Central.

Tel. No. 1877.

## FEUERHEERD'S ROTORS.

THE LATEST REVOLUTION IN PUMPING

DWARF

IN SIZE

GIGANTIC

IN CAPACITY

Two working parts only.

Entirely British.

Stock Carried.

SOLE AGENTS

UNION ENGINEERING CO., LTD.

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## SAFETY FIRST

is definite order to all our  
Chauffeurs.

We have the best cars  
and best Chauffeurs.

Enjoy your drive by  
using our cars. Don't be  
put off with an inferior  
car and chauffeur. Insist  
on your car being hired  
from our Garage.

The DRAGON MOTOR CAR Co.  
AGENTS FOR  
HUDSON, KELSEY, ARMSTRONG,  
MIDDLEBURY, RUSTON-HORNBY &  
DODGE BROTHERS MOTOR CARS.

New Essex Cars in stock.  
Arriving early October.  
First shipment of the famous  
RUSTON-HORNBY  
(all British Cars)  
and new models of the  
HUDSON SUPER SIX.

GARAGES IN HONGKONG &  
KOWLOON.

Telephone 482 & 3552.

THE  
DRAGON MOTOR CAR  
COMPANY  
(THE EUROPEAN GARAGE.)

## OIL-FUEL TRAINS.

DETAILS OF RECENT  
EXPERIMENT.

In reference to the recent suc-  
cessful trial of an oil-driven ex-  
press from Birmingham to Easton,  
a correspondent with railway  
engineering experience con-  
tributes the following details to  
the *Glasgow Herald*:

This is the first time such a  
locomotive has been used for  
service on any British railway,  
and the occasion was regarded as  
of so much significance that a  
large number of representatives of  
the Admiralty, the Ministry of  
Transport, and other Government  
Departments, as well as engineer-  
ing experts of other railway com-  
panies, travelled in a special sal-  
oon next to the engine. There are  
other engines in use which burn a  
combination of coal and oil, but  
oil burning only has been render-  
ed possible by the adoption of the  
Scarab Oil Burning  
Company's system. In view of  
the possibility, much discussed at  
the moment, of railways being  
held up through lack of coal, it  
seems of vital importance that  
locomotives constructed with  
coal-burning furnaces can be  
adapted for oil burning in four  
days. Except that the proportion-  
ate amount of labour saved is not  
quite so great, the advantages of  
oil fuel are the same for railway  
locomotives as for ships, while  
passengers will not be troubled  
with smoke, smuts, or cinders.

The train was drawn by an  
express locomotive of the  
"Preston" type, which, when  
coal-fired, consumed about 70lb. of  
coal per mile. Now that it is oil-  
fired it only burns about 30lb. of  
oil per mile, or 70lb. of oil instead  
of one ton of coal. For some  
months it has been running ex-  
perimentally ordinary passenger  
service, drawing both express and  
slow stopping trains, and the  
London and North-Western Rail-  
way Company have expressed  
themselves completely satisfied  
with the results obtained, which  
exceeded the most sanguine  
expectations. This  
particular engine was probably  
the worst problem that could be  
tackled in locomotives. Previous  
to its conversion to oilfiring it  
was known as a heavy consumer  
of coal, and it was considered  
almost impossible to maintain  
maximum steam pressure, but  
with the Scarab Oil Burning  
System economical fuel con-  
sumption and maximum  
efficiency have been readily  
obtained and maintained. This  
rapid conversion from coal to oil  
fuel is possible because the  
system is so simple in construc-  
tion, and in fitting up does not  
necessitate any structural altera-  
tions to the furnace, and the  
cost of installation and upkeep  
is correspondingly very low.

ADVANTAGES OF OIL FIRING.  
The Scarab system owes its  
inception to that greatly discussed  
country, Mesopotamia. It was  
while on service with the Mes-  
opotamian Expeditionary Force  
that the inventor—Colonel F.R.  
Macdonald—conceived the idea.  
Great economies in shipping, man-  
power, and money were effected  
in Mesopotamia by using oil fuel,

## NOTICE TO CONSIGNEES.

From BALTIMORE  
The Steamship

"WOONSOCKET"  
having arrived from Baltimore  
via ports on the 21st October,  
1920, consignees are hereby  
notified that their cargo is being  
landed at their risk into the  
hazardous and/or extra-hazardous  
Godowns of the Hongkong &  
Kowloon Wharf and Godown Co.,  
Ltd., Kowloon, and stored at  
consignees' risk.

Consignees of cargo must  
produce an Import Permit signed  
by the Superintendent of Imports  
& Exports, Hongkong, before  
bills of Lading will be counter-  
signed.

All broken, chafed and damaged  
cargo is to be left in the Godowns  
where it will be examined at 10  
a.m. on 27th October, 1920 by  
the Company's Surveyors, Messrs.  
Carmichael & Clarke.

All claims must be presented  
within ten days of the steamer's  
arrival here, after which they  
cannot be recognised. No claims  
will be recognised after the goods  
have left the Godowns and cargo  
undelivered on and after 23rd  
October, 1920, will be subject to  
rent.

Consignees are requested to  
send in their Bills of Lading for  
counter-signature immediately.

GREEN STAR  
S. S. CORPORATION.

By  
STRUTHERS & DIXON, INC.

12, Des Voeux Road Central,  
Hongkong, 21st October, 1920.

and after the war the inventor  
perfected the Scarab burner,  
which has been applied to rail  
and road locomotives, stationary  
boilers, of every description, metal  
melting furnaces, and even kitchen  
ranges. Some of the advantages  
of oil firing on this system on  
railways are that steam can be  
raised in less than half the usual  
time, in the transport of fuel  
pumps and pipes take the place  
of hundreds of workmen, the  
strenuous task of the firemen  
ceases to exist as the furnace is  
fed automatically, and the con-  
struction of the feed is such that  
it is not affected by the oscillation  
of the engine. As there are no  
ashes and no dirt, the locomotive  
furnaces do not require taking  
out after a run, nor do the boiler  
tubes require cleaning. Further,  
all the work necessitated by the  
disposal of ashes and clinkers  
ceases to exist. On a coal-fired  
locomotive half the boiler tubes  
become inoperative in the course  
of a long run by reason of chok-  
ing with cinders. Consequently  
boiler efficiency cannot be main-  
tained for prolonged periods. But  
with a locomotive fired by the  
Scarab oil burning system per-  
fect combustion is effected, and  
maximum boiler efficiency is  
readily attained and maintained  
for an indefinite period. Bir-  
mingham, was reached many  
minutes ahead of the scheduled  
time and a half hour. The  
engines and observation saloons  
were attached to the 450 p.m.  
express to London, in which the  
directors of the L.N.W.R. and the  
experts returned.

## NOTICE.

HONGKONG CORINTHIAN  
YACHT CLUB.

## NOTICE TO MEMBERS.

All Members are requested to  
remove their Private Gear and  
Effects from the Club Premises,  
not later than October 25th. My  
responsibility for same ceases  
from that date. The Auction will  
be held on the 28th inst.

By Order,  
E. J. AINSLIE,  
Liquidator.

Hongkong, 20th October, 1920.

ROYAL HONGKONG YACHT  
CLUB.

## NOTICE TO YACHT OWNERS

Yacht owners are requested to  
submit the names of their Yachts  
to the undersigned for the pur-  
pose of registration and classi-  
fication not later than October  
31st.

D. K. BLAIR,  
Lower, Bingham & Matthews  
Hongkong, 20th October, 1920.

## THE CHINA SPECIE BANK LTD.

## HEAD OFFICE:

St. George's Building, Hongkong.  
Chairman of Board of Directors  
Mr. Wong Shui Han  
Chief Manager, Mr. L. S. Holm  
Asst. Manager, Mr. K. T. Wong  
Foreign exchange and general  
banking business transacted.

Current, Savings, and Fixed  
deposits bear interests at rates  
2, 4, and 5, respectively.

L. S. HOLM,  
Chief Manager.

## NOTICE TO CONSIGNEES.

"BEN" LINE OF STEAMERS.

From MIDDLEBRO, LONDON  
AND STRAITS.

The Steamship

"BENVENUE"

Consignees of Cargo are hereby  
informed that all Goods are being  
landed at their risk into the  
hazardous and/or extra hazardous  
Godowns of the Hongkong and  
Kowloon Wharf and Godown Co.,  
Ltd., whence and/or from the  
wharves delivery may be  
obtained.

No Claims will be admitted  
after the Goods have left the Go-  
dows, and all Goods remaining  
undelivered after the 28th inst.  
will be subject to rent.

All claims against the steamer  
must be presented to the Under-  
signed on or before the 4th  
November, or they will not be  
recognised.

All broken, chafed and dam-  
aged Goods are to be left in the  
Godowns, where they will be  
examined on the 28th inst. at  
10 a.m.

No Fire Insurance has been  
effected.

Bills of Lading will be counter-  
signed by

GIEB, LIVINGSTON  
& CO. LTD.

Agents,  
Hongkong, 21st October, 1920.

## NOTICE TO CONSIGNEES.

STRUTHERS & DIXON, INC.

From SEATTLE

The Steamship

"WEST JESSUP"

having arrived from Seattle via  
ports, on 19th October, 1920,  
consignees are hereby noti-  
fied that their cargo is being  
landed at their risk into the  
hazardous and/or Extra-Hazard-  
ous Godowns of the Hongkong  
and Kowloon Wharf & Godown  
Co., Ltd., Kowloon, and stored at  
consignees' risk.

Consignees of cargo must pro-  
duce an Import permit signed by  
the Superintendent of Imports  
& Exports, Hongkong, before Bills  
of Lading will be countersigned.

All broken, chafed and dam-  
aged cargo is to be left in the  
Godowns, where it will be  
examined at 10 a.m. on 26th Oct.,  
1920 by the Company's Surveyors,  
Messrs. Carmichael & Clarke.

All claims must be presented  
within 10 days of the steamer's  
arrival here, after which they  
cannot be recognised.

No claims will be recognised  
after the goods have left the  
Godowns, and cargo undelivered  
on and after 20th Oct., 1920 will  
be subject to rent.

Consignees are requested to  
send in their Bills of Lading for  
counter-signature immediately.

STRUTHERS & DIXON, INC.,  
Agents.

For Div. of Opr.  
U. S. Shipping Board  
Emergency Fleet Corporation.  
12, Des Voeux Road Central,  
Hongkong, 20th October, 1920.

ST. ANDREW'S CHURCH  
KOWLOON.

Next Sunday October 24th.

11 a.m. and 6 p.m.

## PREACHER:

Rev. W. H. GRIFFITH THOMAS  
M.A., D.D.

MONDAY, Oct. 25th at 6 p.m.

Dr. Griffith Thomas will give a  
special address.

Subject: "Is There a future Life?"

(with special reference to  
Spiritualism)

## BANQUE INDUSTRIELLE DE CHINE.

## FRENCH GOVERNMENT LOAN 6, 1920.

NOMINAL VALUE : 100 Francs

PRICE OF ISSUE : 100 Francs

Interest payable twice a year on 16th June and 16th December.  
First instalment due on 16th June, 1921.

THE SUBSCRIPTIONS WILL BE RECEIVED BY THE  
BANQUE INDUSTRIELLE DE CHINE FROM TO-DAY up to  
the 31st November, 1920, free of commission and telegram  
charges and the most favourable rates of exchange will be  
quoted for the payments made in local or any other currency.

For full details and particulars apply to the BANQUE  
INDUSTRIELLE DE CHINE, STOCK DEPARTMENT.

Queen's Buildings,  
6, Chater Road,  
HONGKONG.

## You can depend

upon receiving prompt and courteous service when  
you place your order with The Queen's Dispensary  
for Drugs and Pharmaceuticals.

You can also depend upon our prices being the  
lowest, consistent with quality, which is our  
first care.

## QUEEN'S DISPENSARY

Harper & Co., Ltd.  
Tel. 492. St. George's Building.

## TO-NIGHT!

## TO-NIGHT!

THE MANAGEMENT OF

## THE CORONET

BEG TO ANNOUNCE

## THE OPENING OF THEIR GRAND

## AUTUMN SUPERSEASON

One after another,

The Cream of the Year's Pictures

## TO-NIGHT'S PROGRAMME INCLUDES

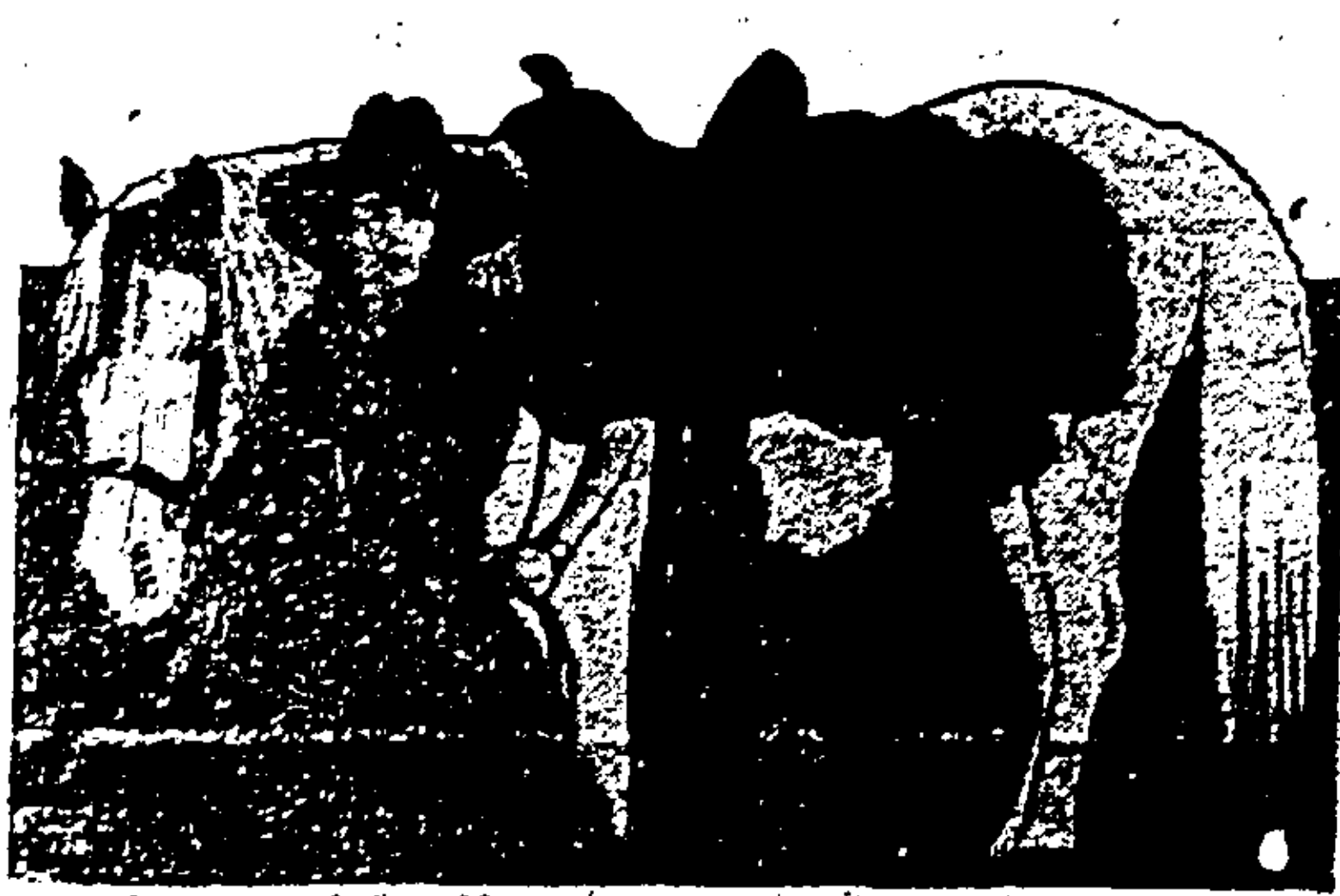
## "SNUB" POLLARD

— IN —

## "DON'T ROCK THE BOAT"

— AND —

THE CORONET REVIEW



Mabel Normand in "Pinto"

GOLDWYN PICTURES

Superproduction Prices.

## NEW ADVERTISEMENTS.

G.

R.

## NOTICE.

Particulars and Conditions of  
the letting by Public Auction  
Sale, to be held on Monday,  
the 25th day of October, 1920,  
at 3 p.m., at the Offices of the  
Public Works Department, by  
Order of His Excellency the  
Governor, (of one Lot of  
Crown Land at Kowloon,  
in the Colony of Hongkong,  
for a term of 75 years, with the  
option of renewal at a Crown  
Rent to be fixed by the Surveyor  
of His Majesty the King for one  
further term of 75 years.

## PARTICULARS OF THE LOT.

| No. of Lot | Boundary | Area | Approximate | Annual | Rate |
|------------|----------|------|-------------|--------|------|
| 1003       | Boundary | 1003 | 1003        | 1003   | 1003 |
| 1004       | Boundary | 1004 | 1004        | 1004   | 1004 |
| 1005       | Boundary | 1005 | 1005        | 1005   | 1005 |
| 1006       | Boundary | 1006 | 1006        | 1006   | 1006 |
| 1007       | Boundary | 1007 | 1007        | 1007   | 1007 |
| 1008       | Boundary | 1008 | 1008        | 1008   | 1008 |
| 1009       | Boundary | 1009 | 1009        | 1009   | 1009 |
| 1010       | Boundary | 1010 | 1010        | 1010   | 1010 |

## NOTICE.

Particulars and Conditions of  
the letting by Public Auction  
Sale, to be held on Monday,  
the 25th day of October, 1920, at 3  
p.m., at the Offices of the Public  
Works Department, by Order of  
His Excellency the Governor, of  
One Lot of Crown Land above  
Bowen Road, in the Colony of  
Hongkong, for a term of 75 years,  
with the option of renewal at a  
Crown Rent to be fixed by the  
Surveyor of His Majesty the  
King, for one further term of 75  
years.

## PARTICULARS OF THE LOT.

| No. of Lot | Boundary | Area | Approximate | Annual | Rate |
|------------|----------|------|-------------|--------|------|
| 1011       | Boundary | 1011 | 1011        | 1011   | 1011 |
| 1012       | Boundary | 1012 | 1012        | 1012   | 1012 |
| 1013       | Boundary | 1013 | 1013        | 1013   | 1013 |
| 1014       | Boundary | 1014 | 1014        | 1014   | 1014 |
| 1015       | Boundary | 1015 | 1015        | 1015   | 1015 |
| 1016       | Boundary | 1016 | 1016        | 1016   | 1016 |
| 1017       | Boundary | 1017 | 1017        | 1017   | 1017 |
| 1018       | Boundary | 1018 | 1018        | 1018   | 1018 |
| 1019       | Boundary | 1019 | 1019        | 1019   | 1019 |

## PUBLIC AUCTION.

THE Undersigned have received

instructions to sell by Public

Auction on

Friday, the 22nd, October 1920,

commencing at 11 a.m.

at No. 7 godown of the

Hongkong & Kowloon Wharf &

Godown Co. Ltd., Kowloon

(for account of the concerned)

100 Bales Gunnies

50 Bales Gunnies

(stored in No. 5 godown)

50 Bales Gunnies

(stored in No. 10 godown)

Terms: Cash on delivery

LAMMERT BROS.

Auctioneers.

THE Undersigned have received

instructions to sell by Public

Auction on

Saturday the 23rd, October 1920,

commencing at 11 a.m.

at their Sales Rooms, Duddell

Street

A Choice Selection of High Grade

Tweed Suit Lengths

On view from Friday, the 22nd,

inst.

Terms: Cash on delivery.

LAMMERT BROS.

Auctioneers.

## PRELIMINARY NOTICE.

The Undersigned will sell by

Public Auction at an early date

(to be advertised later)

A SELECTION OF FINE

CUT GLASS-WARE

LAMMERT BROS.

Auctioneers.

## FOR SALE.

MILNER'S SAFES

APPLY TO

LAMMERT BROS.

Duddell Street.

## WANTED.

WANTED.—Britisher arriving  
in the Colony on or about the 8th  
instant desires board and resi-  
dence; Hongkong side preferred.  
Address replies to Box 433 c/o  
"Hongkong Telegraph."

## FOR SALE.

FOR SALE.—Two Lancashire  
Boilers, length 23 feet, diameter  
of furnaces (two) 3 feet. Working  
pressure 100 lbs per sq. inch.  
Constructed by Messrs Lindsay,  
Burnet & Co., Govan, Glasgow.  
In good order and condition.  
Complete set of fittings with each  
boiler. Apply Butterfield &  
Swire, Hongkong.

## FOR SALE.

The U.S.S. SAMAR will be sold  
at the U.S. Navy Purchasing  
Office, No. 30 Whampoa Road,  
Shanghai, China, by sealed pro-  
posals to be opened at 10 a.m. on  
December 20, 1920.  
The SAMAR was built at Cavite,  
P. I., in 1885. Length 121 feet.  
Beam 17 feet, 10 inches. Mean  
draft 7 ft. Displacement when  
in commission 243 Tons.  
The vessel will be ready for  
inspection on September 10th.  
Appraised value \$28,000.00 U.S.  
Currency. Further information  
and blank proposals may be had  
by applying to the U.S. Navy  
Purchasing Office.

## FOR SALE.

Very valuable leasehold pro-  
perty known as "Fairfield" No.  
155 Barker Road. Immediate oc-  
cupation can be given; 6 roomed  
house, commodious coolie quar-  
ters, tennis court and garden  
attached. Further particulars  
apply

DEACON, LOOKER, DEACON

& HARSTON.

Solicitors for the Vendor.

1, Des Voeux Road Central,  
HONGKONG.

## NOTICE.

I, George Thomas Money  
Edkins, Officer for the Registra-  
tion of ships, for the China  
Navigation Company, Limited,  
hereby give notice that in con-  
sequence of a wish to have the  
below-mentioned steamlaunch of  
which they are the owners to  
carry a similar name to other  
steamlaunches of the China  
Navigation Company, Limited, I  
have applied to the Board of  
Trade, under Section 47 of the  
Merchant Shipping Act, 1894, in  
respect of the steamlaunch  
"Shameen" of Hongkong official  
number 120,975 of gross tonnage  
24.08 tons, register tonnage 1635  
tons for permission to change her  
name to "Taikoo Yung" and to  
have her registered in the new  
name at the port of Hongkong as  
owned by the China Navigation  
Company, Limited.

Any objections to the proposed  
change of name must be sent to  
the Registrar of Shipping at  
Hongkong within seven days from  
the appearance of this advertise-  
ment.

Dated at Hongkong, this 15th

day of October 1920.

GEORGE THOMAS MONEY

EDKINS



## THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND  
PASSENGER SERVICES.

## LONDON SERVICE

(Direct)

"TEIRESIAS" 22nd October London, Amsterdam & Antwerp  
 "ELPENOR" 16th Nov. London, Rotterdam & Antwerp  
 "ATREUS" 23rd Nov. London, Amsterdam & Hamburg  
 "AGAPENOR" 1st Dec. London, Amsterdam & Antwerp  
 "THREUS" 7th Dec. London, Amsterdam & Hamburg

## LIVERPOOL SERVICE

(Direct or via Continental Ports)

"PELEUS" 23rd October Genoa, Liverpool & Glasgow  
 "IDOMENEUS" 1st Nov. Marseilles, Havre & Liverpool  
 "TELEMON" 2nd Nov. Liverpool  
 "ANTIOCHUS" 15th Nov. Genoa, M'les, L'pool & Glasgow

## PACIFIC SERVICE

(via Kobe and Yokohama)

"TEUCER" 23rd October Victoria, Seattle and Vancouver  
 "IXION" 16th Nov.  
 "TALTHYBIUS" 7th Dec.

## NEW YORK SERVICE

(via Suez or Panama)

"TYDEUS" via Panama 24th November.

## HOMEWARD PASSENGER SERVICE

"TEIRESIAS" 22nd October for London direct  
 "IDOMENEUS" 1st November for Liverpool via Marseilles  
 "PYRRHUS" 21st December for London direct  
 "ALCINOUS" 23rd December for London via Marseilles

For Freight and all Information Apply to

BUTTERFIELD & SWIRE  
AGENTS.

## CONSIGNEES.

## NOTICE TO CONSIGNEES.

THE EAST ASIATIC CO. LTD.

From SCANDINAVIA

The Motorship

"PANAMA"

having arrived from the above ports on the 19th October, 1920, consignees of cargo by her are hereby notified that all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co. Ltd., whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 26th Oct., 1920 will be subject to rent.

All broken, chafed, and damaged packages are to be left in the Godowns where they will be examined on the 25th Oct., 1920, at 10 a.m.

Claims against the Steamer must be presented within 10 days of arrival, otherwise they will not be recognised.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by

MESSRS. THORESEN &amp; CO.,

Agents.

Hongkong, 20th October, 1920.

## CONSIGNEES.

## NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO. LTD.

AND

CHINA MUTUAL STEAM  
NAVIGATION CO., LTD.

Consignees per Co's Steamer

"LAERTES"

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignee's risk. The Cargo will be ready for delivery from Godown on and after 20th October.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 25th Oct., will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 8th Nov., or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD &amp; SWIRE,

Agents.

Hongkong, 19th October, 1920.

W. S. BAILEY  
& CO., LTD.ENGINEERS & SHIP-  
BUILDERS, HOBART  
TASMANIAHARBOR REPAIRS  
Call Flag "L"

Sole Agents for

"KELVIN MOTORS."

Motors from 12 H.P. to  
50 H.P. now in stock  
also spare parts.

Works ... Tel. K.21.  
Manager ... K.329.  
Secretary ... K.369.  
Harbour Engineer ... K.28.  
Telegrams "SEYBOURNE"

## CONSIGNEES.

TOYO KISEN KAISHA.

## NOTICE TO CONSIGNEES.

S.S. "TENYO MARU"

From SAN FRANCISCO via  
HONOLULU, JAPAN PORTS  
& MANILA.

The above named Steamer having arrived, on Thursday, the 21st Oct., 1920, consignees of cargo are hereby notified to present their Bills of Lading for counter signature, and take immediate delivery from alongside steam or the Company's Godown, where all cargo impeding immediate discharge will be landed at consignee's risk.

Storage will be assessed on cargo remaining undelivered after Thursday the 28th Oct. 1920.

All broken, chafed and damaged packages will be landed into the Company's Godowns, where same will be examined on Monday the 1st Nov. 1920, at 11 a.m.

No Claims will be recognised after the goods have left the steamer or Godown, and none will be entertained if presented later than three weeks after arrival of steamer.

No Fire Insurance whatever will be effected.

Y. TSUTSUMI,

Manager.

Hongkong, 21st October, 1920.

## NOTICE TO CONSIGNEES.

NIPPON YUSEN KAISHA.

From EUROPE AND STRAITS.

THE Company's Steamship

"INABA MARU"

having arrived from the above ports, Consignees of Cargo are hereby notified that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown, Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on uncess instructions are given to the contrary before Noon, Today.

Goods not cleared by the 28th October, 1920, will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignees and the Co's representatives at an appointed hour on Tuesday & Friday. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA,

Agents.

Hongkong, 21st October, 1920.

## THE DISILLUSION OF JAPAN

VIEWS OF FORMER ENGLISH RESIDENT

The Rev. H. B. Watson, who was formerly resident in Japan, writes to the *London Nation*—

Disillusionment is the fruitful mother of conversation, but the quality of the offspring due to that parentage is not wholly free from suspicion. Hence it is that observers of Far Eastern politics are somewhat dubious as to how far the so-called Liberal movement in Japan is really due to a complete change of mental outlook, or whether it is not merely a spasmodic outbreak of discontent with things as they are.

The ordinary Japanese—the average man in the academic, professional, or working class—has hitherto been a pronounced Chauvinist from the crown of his head to the sole of his foot. By nature he is of the stuff of which good Liberals are made, with many of the qualities which make him a most likeable person in ordinary life. An immense dislike of interference in other people's private business, with an equal resentment towards unqualified interference with his own; a genial tolerance of difference of opinion in all speculative matters, and, above all, a keensense of humour, with a ready appreciation of the ridiculous. It is upon this stock that there has been grafted a "Chauvinism" which passes understanding—save by those who have studied it at very close quarters, and the immense success with which this operation has been performed is a veritable tribute to the foresight and skill of the rulers of modern Japan who have so willed and planned it. And yet the methods by which this success has been achieved are really surprisingly simple. The school—that is the beginning, middle, and end of it. From the moment he sets foot in an elementary school to the time when he graduates of the Imperial University, the Japanese has instilled into him the cardinal points of the Japanese creed: the uniqueness of his race in its origin and destiny, and its difference in category from (not merely its superiority to) all other peoples. There is no Cowper-Temple's class in Japanese education, but good solid dogma and chunks of it, all directed to the same end. The foreign student of the school reading-books prescribed for use to the secondary schools, is least in admiration at the skill with which (combining an admirably graduated course in the Japanese language) they instill into the mind the central doctrines of the Faith. In the higher schools and in the Universities, there is one subject that is rigidly excluded. However well-informed the Japanese student may be on historical and literary subjects as affecting the development and mentality of other nations, the scientific study of the origins and growth of his own nation is to him a sealed book. Did he by chance break the seal and peep inside, the discouragement from authority would be such as to make him eminently disinclined to repeat the experiment, or determined to keep to himself any suspicion, aroused by a momentary glance into reality, that the conventional creed of his upbringing was a myth—and a poor myth at that. In fact Liberalism in education, with true freedom of thought, is non-existent; the faculty of seeing things as they are and the realism which lies at the root of a healthy national self-criticism are sternly suppressed.

The apostles of Chauvinism in Japan have not lacked allies to strengthen the foundations of their creed. Never were a people so injured, as has been Japan, by shallow friendship and unthinking admiration. She has indeed had true friends among Western people who, living in the land and bound by ties of real affection for the people, yet see things as they are; but their voice—when uttered—has been drowned in the senseless cacophony of the eminent globe-trotter who, after a few weeks' carefully captioned and bureaucratically stage-managed tour, launches into a nauseating flood of eulogy in which bushido and cherry blossom, Geisha and efficiency are commingled in ecstatic confusion. When this adulation merely takes the form of a patronising description of a "quaint little people," the Japanese pass it by in silent and rather irritated contempt, but no praise of their national achievements is too great, no laudation of their inherent greatness too extravagant to be gulped down with an avid unanimity.

THE BEGINNING OF  
DISILLUSIONMENT.

But disillusionment has begun. So much is quite clear to the careful observer of Japanese politics; but many Western critics have made far too hasty deductions from the signs of this disillusionment as evidenced in labour troubles and political party strife. A mimic warfare between different parties in the Diet, with various democratic catchwords as their battle-cry, is no sort of proof that the Japanese has changed his real political creed. Recognise his trades unions and give him universal suffrage tomorrow (incidentally, universal suffrage to a Diet that is a mere puppet would not be an advanced step in Liberalism) and what then? Let us apply a comparison and a test. Among Englishmen it is a Liberal axiom that our treatment of Ireland has often been abominable, and that our rule in India and Egypt needs the sanest thought and most cautious judgement if it is to be justified; even in the haunts of the ultra-Jingoistic, a discussion on these subjects would probably find no small percentage of support of fairly enlightened views. Discuss an analogous matter—say, the treatment of Korea and China—with a Japanese (even supposing him newly trades unionised and universally enfranchised) and you will find yourself in the position of a man discussing the fourth dimension with a child

who does not know the multiplication table. Any argument as to the undesirability of mopping up Korea and extinguishing an ancient people, or the injustice of continually flouting China, will be met by the wearisome iteration of "But we Japanese ... with the quite plainly evident thought in the speaker's mind that the arguments which his Western interlocutor adduces may be quite valid on another plane, but that they cannot by any possibility apply in this case because Japan is Japan. A Western Chauvinism which stops short at "my country right or wrong" would be to a Japanese positively blasphemous, implying that his country could in any possibility be wrong.

And yet the disillusionment which has begun—though at present only evidenced by a restless uneasiness and factitious internal political strife—may continue until it fructifies in a real conversion, provided its original causes continue to operate.

Leaving out certain minor causes such as the high price of rice (an empty stomach is a poor ally of Chauvinism) and nowhere are stomachs emptier than among the scholastic and professional propagators of the creed) we can assign two principal factors as the main reason for Japan's disillusionment. First and foremost the national creed, hitherto impregnable in theory, has broken down in practice. For a generation events have been wholly favourable, and the propagandists had no lack of concrete evidence in their support. The defeat of China and of Russia and the alliance with Britain were proof enough, if proof were needed, of Japan's Imperial Mission. Of late, side by side with the decrease of Western adulation, has come the unpleasant conviction that the fruits of Chauvinism are rather prickly. Korea's dislike of being tyrannized is due to the besotted ignorance of a backward people in being unable to see the advantages of becoming subjects of a superior race. China's insubordination that she prefers to manage her own affairs is again due to the pig-headed prejudice of a lethargic people in declining the culture and efficiency which Japan yearns to give her. But the fact remains that this ignorance and this prejudice are a chronic nuisance and lead to all sorts of complications and

difficulties. And complications and difficulties have a way of penetrating the most hide-bound self-complacency or undermining the foundations of the most dogmatic of creeds.

## THE GREAT ILLUSION.

But more important still, Japan has seen the Great Illusion shattered. The embodiment in the concrete of all that she idolized in the abstract has been put to the test and failed. Only those who were in Japan during the war can realize what a shock of surprise Germany's failure caused to the Japanese people. We can dismiss the official propaganda and take the well-nigh unanimous voice of Press and people as witnessing to the indubitable fact that Japan's attitude was one of intense admiration of all that Germany stood for, and of unabakable conviction that the Prussian spirit (the nearest approach in the West to that of the Japanese) was indomitable and that its embodiment in efficiency and thoroughness could not finally be overthrown.

Englishmen who were in Japan during the war, found a grim amusement in contrasting the officially censored claptrap in the home papers with the facts as they knew them. They soon gave up discussing the war, with even their most intimate Japanese friends. Argument was impossible and the effect on temper disastrous. If these two main causes of disillusionment continue to work, the process may be complete; here and there in Japan it is complete, but the courage to speak out is lacking, and the country still awaits a leader to direct it into the paths of true Liberalism. But if, on the other hand, the process of disillusionment is checked, if—under the aegis of the British Alliance—Japan is allowed to complete her extinction of Korea and her partitioning of China, and if—though one embodiment of Chauvinism, that of Germany, has failed—the Prussian mantle (different in hue but the same in texture) is donned by other shoulders, and the fight for freedom is proved to be only a triumph of Jingoism, if other forms, then Japan's disillusionment will never ripen into a true conversion. She will say that her creed was right after all—and who will be able to blame her?

## SHIPBUILDERS

SHIP REPAIRERS

BOILER MAKERS

FORGE MASTERS

OXY-ACETYLENE AND

ELECTRIC WELDERS

MECHANICAL AND

ELECTRICAL

ENGINEERS.

TAIKOO DOCKYARD & ENGINEERING COMPANY  
OF HONGKONG, LIMITED

—DRY DOCK—

LENGTH 787 FEET

LENGTH ON BLOCKS 730 FEET

DEPTH ON CENTRE OF

SILL (H.W.O.S.T.) 34 FT. 6 INS

—THREE SLIPWAYS—

CAPABLE OF HANDLING SHIPS UP

TO 3000 TONS DISPLACEMENT.

ELECTRIC CRANE AT SEA WALL, CAPABLE OF

LIFTING 100 TONS AT 70 FEET RADII

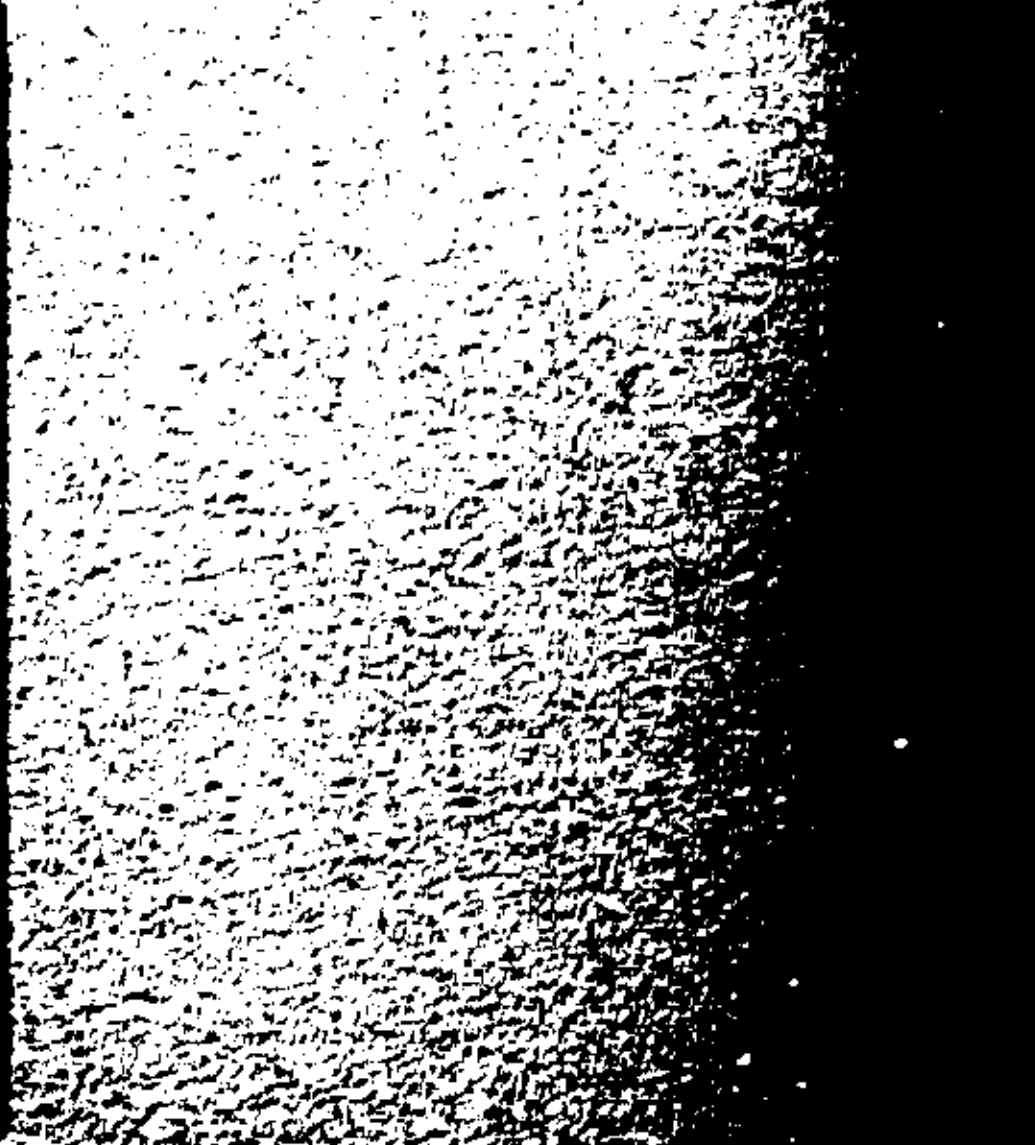
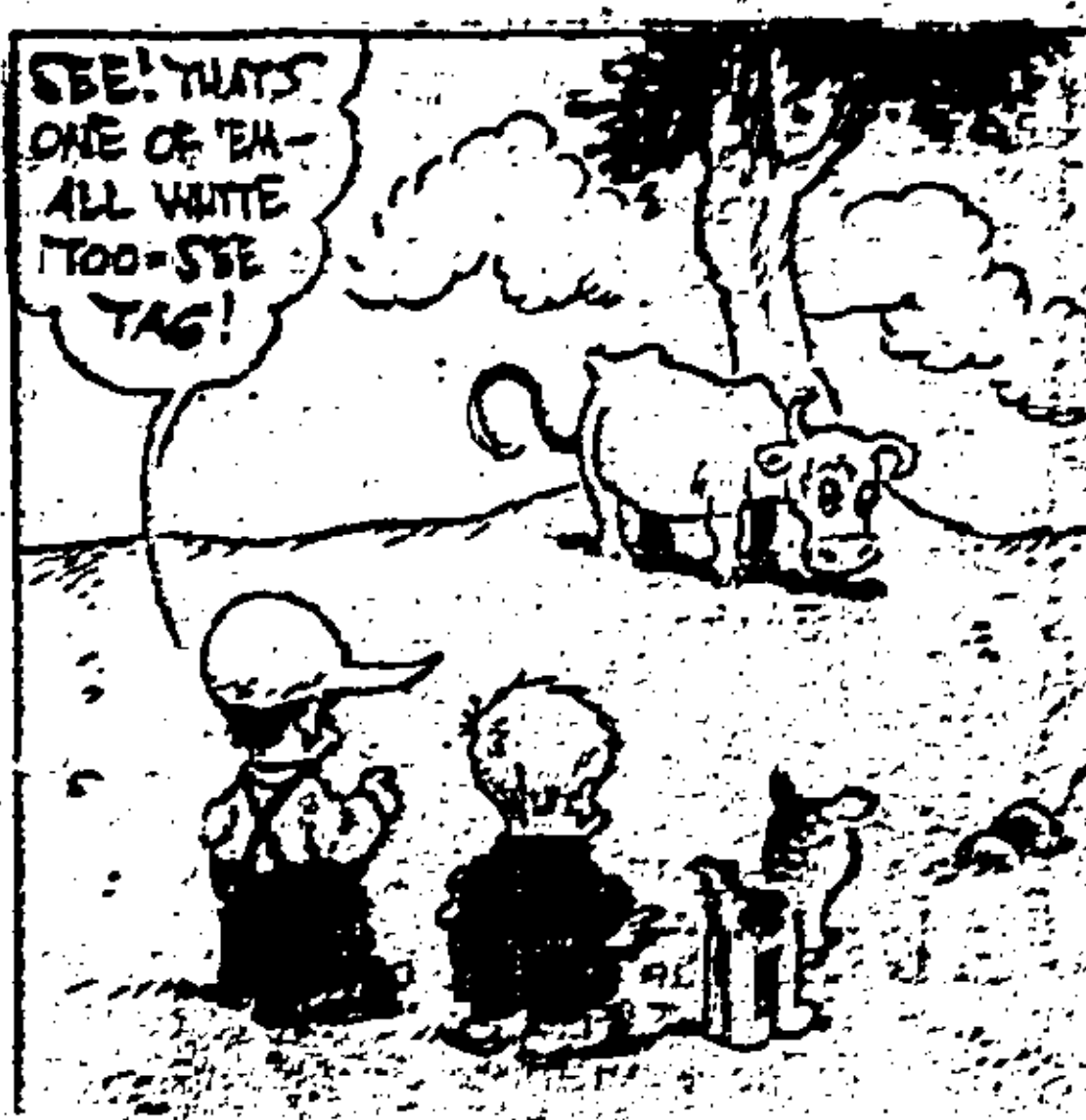
BUTTERFIELD &amp; SWIRE, AGENTS.

HONGKONG, CHINA &amp; JAPAN.

## FRECKLES AND HIS FRIENDS

Tag Expects a Great Deal from Cows!

BY BLOSSER





"Well, as the coal shortage, the  
 coal we'll be delighted.  
 "We'll no dot be feeling the cold  
 "Israel the noo, w' the miners on-  
 "like an only a mecca's allowed  
 "weight o' coal allowed each week  
 "or one family. Maybe ye'll has  
 "we wear ye overcoat fairly fre-  
 "quent in the dee an' coyer it ova  
 "the bedclothes at night. An  
 "that's mair forby, it's no use  
 "buttin that the ships'll be run-  
 "ning aas frequently the noo, the  
 "back up ye troubles in ye o'fakin'  
 "an' gettin' on the sea, ye'll see  
 "ye mair, ye mair, ye mair, ye mair  
 "ing the sea. MacBain's  
 "sawed the m' ye'll see the m' ye'll see  
 "the m' ye'll see the m' ye'll see



## THE MERCURY GARAGE CO.

FOR  
GOOD CARS  
PROMPT SERVICE  
REASONABLE CHARGES.  
CAREFUL DRIVERS.  
TELEPHONE: 977.

## BEACON SHOES



with Leather Soles or Neolin Soles  
that Nerve Saving Quality with O'Sullivan's Heels.  
Factory attached in the interest of Economy.  
SOLE AGENTS:  
**YEE SANG FAT CO.**  
HONGKONG.

### THE B. A. T.

#### NOW HONGKONG COMPANY.

From October 1, (says the *Fur Eastern Review*) the British American Tobacco Co.'s Far Eastern concerns will be directed from Hongkong. Mr. T. F. Cobbs and General MacNaughton are now in the British South China metropolis organizing the new headquarters. Lord Atcheson is attending to important matters at Peking and persistent reports connect the B.A.T. Co. with the negotiations now being conducted between Mr. G. W. Frodsham of the Peking Syndicate and Chang Shou-lin, director of the Chinese government wine and tobacco bureau. Several interesting and important announcements are expected in the near future.

The British order in council laying down stringent rules for the conduct of British China companies necessitated a complete reorganization of the B.A.T. Co. control. The British home and China officials, taking into consideration the huge interests involved, allowed the company ample time to make the necessary changes in incorporation. These have now been effected. The directors will reside in Hongkong and the company operates as a purely British concern. The *Fur Eastern Review* is assured that Mr. Cobbs and the other Americans who have been active in the management will continue with the company, whose British-American parent corporation is headed by Mr. James Buchanan Duke, founder of the American Tobacco Co.

Peking semi-official reports deny that either the B.A.T. Co. or the Peking Syndicate is in any way connected with the admitted negotiations for the formation of a British-Chinese Tobacco establishment with a capital of £2,000,000 one-half British and one-half Chinese. The French minister at Peking is reported to have lodged a protest against any tobacco loan transaction with the Chinese wine and tobacco bureau, along lines similar to those followed when Mr. Loos Williams was named as co-director of the bureau.

It has been known for some time that the Liggett & Meyers Tobacco Co. and the Lorillard Co., one of the former subsidiaries of the American Tobacco Co., are planning to enter the Chinese and

### THE DOLLAR.

Exchange went up this morning a penny, the rate opening very strong at 3s.10½d. for telegraphic transfers. Shanghai went up 2½. Silver was up 781. The rate on New York and San Francisco registered an advance of 1½ points. The market throughout the day was firm.

### CRICKET.

**I.R.C. v. CIVIL SERVICE.**  
In the above match to be held on Saturday the 23rd inst., on the former's ground, Sookunpoo, the Indians will be represented by:—A. H. Rumjahn, A. el. Arculli, A. A. Rumjahn, G. C. Earle, S. H. Ismail, D. Rumjahn, D. Weerapuli, S. D. Ismail, K. D. Ismail, K. Khan, and S. K. Baksh.

### TYPHOON WARNING.

The telegram quoted below was received by the American Consulate General, Hongkong, from the Manila Observatory at 9 a.m. to-day—  
Cyclone S. of Naha, moving N.N.E.

Far Eastern field on a huge scale. From this fact, and other international circumstances—oil, for example—there has been more than a little talk of a possible separation of interest on the part of British and American tobacco combinations that were brought together when Mr. Duke promoted the mergers and developments controlled by the A. T. Co. until the U. S. Supreme Court issued its "divorce" decree during the administration of President Taft. The presence in China of General MacNaughton and Lord Atcheson as the headquarters of the B.A.T. Co. are cited as confirmation of this godown gossip. That such an eventuality would be regretted by Americans and Britons in the Far East goes without saying. The partnership has been a profitable one—in more ways than dollars and cents and pounds and pence.

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"Eat enough food, but never too much at any one meal; keep the windows of your living room open day and night; take as much exercise as you can in the open air, and be careful to keep your blood in good condition. These are the simple rules of life which most doctors recommend and follow, and which enable them to keep in good health although constantly working in the midst of infection and disease."

The state of the blood is of the first importance, and many men and women know from experience that Dr. Williams' pink pills, the world-renowned blood and nerve tonic, are all that is necessary to keep the blood rich and red and in its condition to safeguard the system against illness. These pills act directly on the blood, they purify and enrich the blood, and make blood at every dose. It is in this way that they have cured throughout the world during the past thirty years almost countless thousands of cases of anaemia, general debility, indigestion, nervous weakness, rheumatism, sciatica, neuralgia, lumbago, skin complaints. They are known by women as being the one great remedy for the special ailments of their sex.

If you are run-down, or if you are suffering from any form of ill-health due to vitiated blood or disordered nerves, give Dr. Williams' pink pills for pale people a trial at once and see how quickly improvement will follow. They are obtainable from dealers everywhere, or at \$1.50 the bottle, 63 for six bottles, post free, from the Dr. Williams' Medicine Co., 96 Szechuen Road, Shanghai.

known that the national will of Japan is to fight even though the odds be lost.  
"I think this is the best method of meeting the anti-Japanese situation."

## DAIRY FARM NEWS.

### CHEESE

NEW SHIPMENT JUST RECEIVED:—

Gouda Cheese - - - 80cts. per lb.  
Edam Cheese - - - 80 " " "  
Gruyere Cheese - - - 80 " " "  
American Cream Cheese - - - 80 " " "  
OUR OWN MAKE:—  
Picnic Cheese - - - 30 " " jar  
Cream Cheese - - - 30 " " pat

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A Cheap Lamp is an Expensive Light

**A PHILIPS LAMP**  
IS A PERMANENT ECONOMY

SOLE AGENTS

Holland-China Trading Co.  
Hong Kong

### SCULPTOR TURNS WAITER.

#### DID WORK ON USHER HALL.

A sculptor for whom the King posed a few years ago is to-day a waiter, supplying the wants of thirsty customers in the garden of the Robin Hood Hotel, Kingston Vale, Surrey. He is Mr. Crosland M'Clure, a middle aged and distinguished looking man, known to regular customers as "Mac". Mr. M'Clure told a *Daily Mail* reporter that he continued his art up to 1915. Afterwards he worked for two years in a munition factory, and then he assisted another sculptor. "People have no money for statues these days, and, like

many other people, I have had to adapt myself to circumstances," he said.

"I had two studios in London, at Pembroke Gardens, Kensington, and at Radnor Street, Chelsea. About 1912 I was working on a statue of the King in his Coronation robes.

The King granted me a sitting at Buckingham Palace, and afterwards he came to my studio, inspected the work, and congratulated me. The statue, which was in bronze, was erected in Malra, I consider that my best work was the South African War Memorial which stands opposite Leicester Town Hall. I did some outside work on the Usher Hall, Edinburgh.

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HOSIERS.



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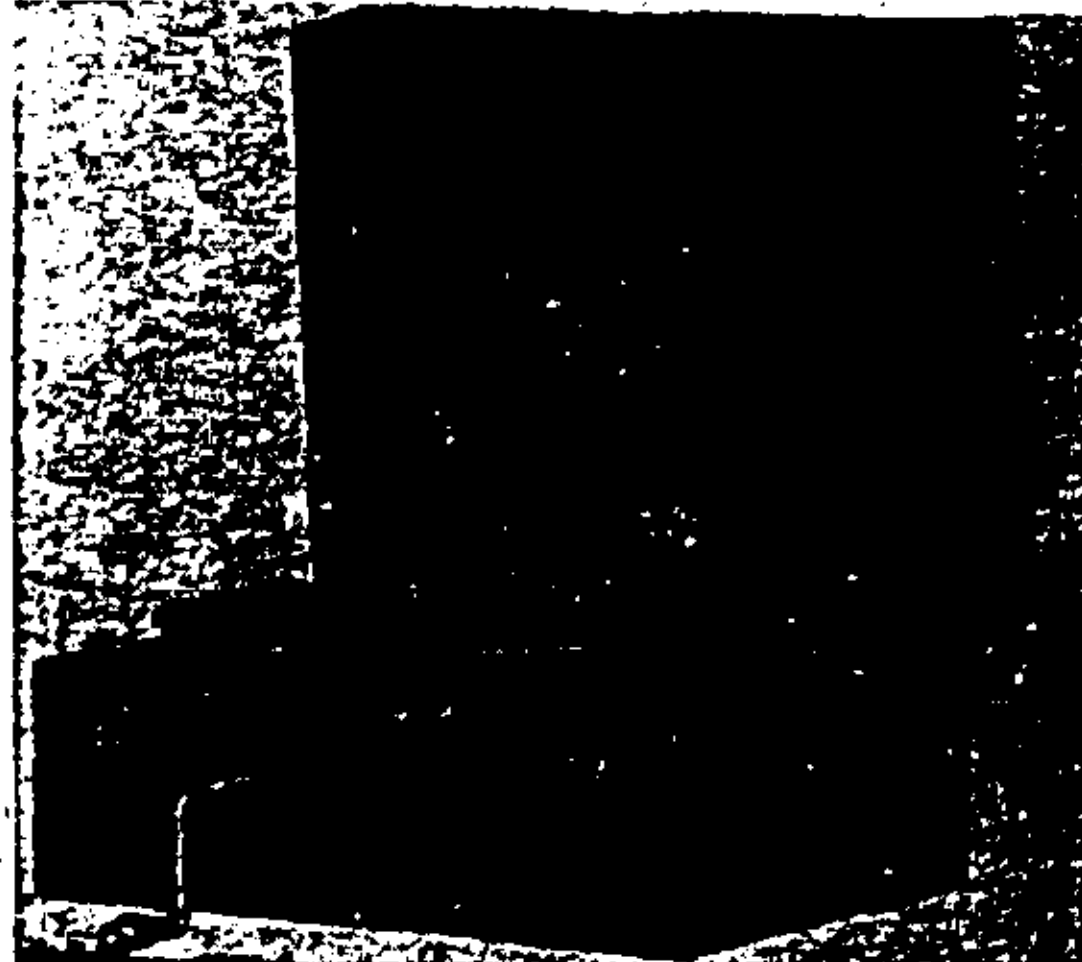
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# CAMERA NEWS



DEMPSEY-MISKE FIGHT.

Jack Dempsey (left) is here seen rushing in to meet Billy Miske in the recent contest in America.



MISKE FLOORED.

Miske, who was eventually knocked out, is here seen taking a count of eight.



OLYMPIC MARATHON.

Above—Start of marathon runners in Olympic games classic at Antwerp stadium. Inset (right), the winner, Hannes Kolehmainen, wearing his crown of olive leaves.



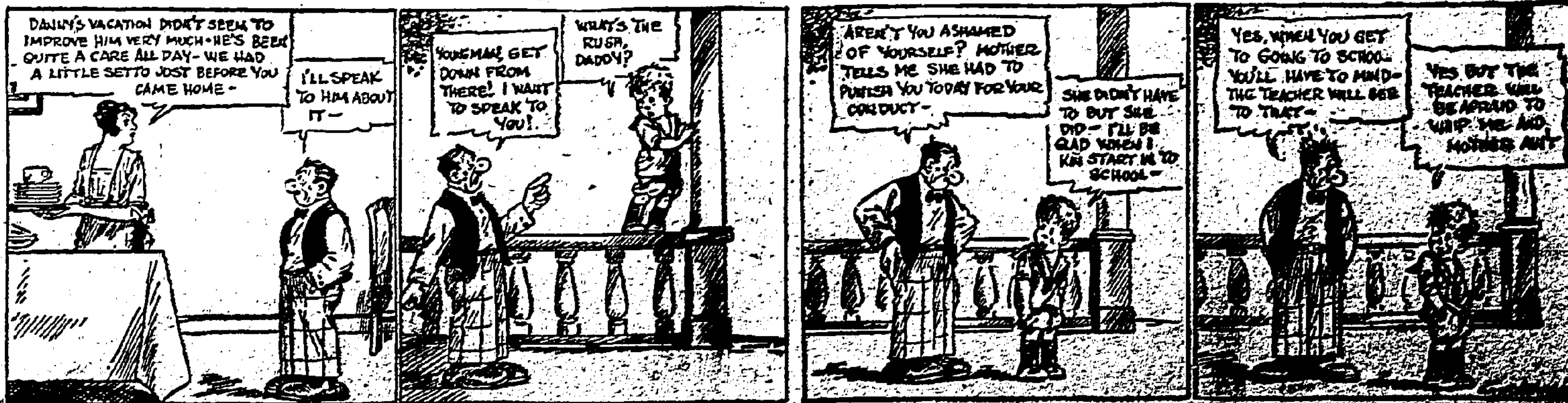
VISIT TO "STARVING" MAYOR.

Mrs. Terrence MacSwiney, wife of the Sinn Féin Lord Mayor of Cork, and Archbishop Mannix, leaving Brixton Prison, where MacSwiney is hunger-striking.

DOINGS OF THE DUFFS.

An Off Day For Danny.

BY ALLMAN.









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| Steamer           | From Hongkong | Due Vancouver |
|-------------------|---------------|---------------|
| Empress of Russia | Oct. 21       | Nov. 8        |
| Monteagle         | Oct. 26       | Nov. 19       |
| Empress of Japan  | Nov. 9        | Nov. 30       |
| Empress of Asia   | Nov. 18       | Dec. 6        |
| Empress of Russia | Dec. 16       | Jan. 3        |
| Monteagle         | Dec. 31       | Jan. 24       |
| Empress of Japan  | Jan. 13       | Jan. 31       |
| Empress of Asia   | Jan. 19       | Feb. 9        |
| Empress of Russia | Feb. 10       | Feb. 28       |
| Empress of Japan  | Mar. 15       | Apr. 5        |
| Empress of Asia   | Mar. 31       | Apr. 18       |

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## SAILING DATES.

EUROPE, U.S.A., ETC.

|                         |         |
|-------------------------|---------|
| E. of Russia C.P.O.S.   | Oct. 21 |
| Keornun B. & S.         | Oct. 21 |
| Stentor B. & S.         | Oct. 21 |
| Taipei B. & S.          | Oct. 21 |
| Woonsocket S. & D.      | Oct. 22 |
| Wakasa M. N. Y. K.      | Oct. 22 |
| Kashgar P. & O.         | Oct. 22 |
| Nikko M. N. Y. K.       | Oct. 22 |
| Taiwan R. & S.          | Oct. 23 |
| Melville D. R. D. Co.   | Oct. 23 |
| Tencher B. & S.         | Oct. 23 |
| Monteagle C. P. O. S.   | Oct. 26 |
| Pelous B. & S.          | Oct. 26 |
| Tento M. T. K. K.       | Oct. 28 |
| Eldridge A. L.          | Oct. 29 |
| Sado M. N. Y. K.        | Oct. 29 |
| West Iran R. D. Co.     | Oct. 30 |
| Eastern P. & O.         | Oct. 30 |
| West Iran F. W. Co.     | Oct. 30 |
| Abercos A. L.           | Oct. 31 |
| Kamakura M. N. Y. K.    | Nov. 1  |
| Idomeneus B. & S.       | Nov. 1  |
| Telamon B. & S.         | Nov. 1  |
| Venezuela P. M. Co.     | Nov. 1  |
| Nile C. M. Co.          | Nov. 6  |
| L. Onawa R. D. Co.      | Nov. 7  |
| W. Hargrave A. L.       | Nov. 7  |
| E. of Japan C. P. O. S. | Nov. 9  |
| Kitao M. N. Y. K.       | Nov. 12 |
| Norara P. & O.          | Nov. 12 |
| Vinita L. A. Co.        | Nov. 13 |
| C. of Naples B. L.      | Nov. 15 |
| Toyama M. N. Y. K.      | Nov. 15 |
| Antiochus B. & S.       | Nov. 15 |
| Exion B. & S.           | Nov. 16 |
| Elpenor B. & S.         | Nov. 16 |
| Aki M. N. Y. K.         | Nov. 17 |
| Dakar M. N. Y. K.       | Nov. 19 |
| Muncaster C. D. & Co.   | Nov. 20 |
| Kamakura N. Y. K.       | Nov. 21 |
| Shingo M. T. K. K.      | Nov. 22 |
| Atreus B. & S.          | Nov. 23 |
| Torobashi M. N. Y. K.   | Nov. 26 |
| Nellor P. & O.          | Nov. 26 |
| Inaba M. N. Y. K.       | Nov. 26 |
| Kanowna P. & O.         | Nov. 30 |
| Agapenor B. & S.        | Dec. 1  |
| West Hika L. A. Co.     | Dec. 2  |
| China C. M. Co.         | Dec. 4  |
| Thesus B. & S.          | Dec. 7  |
| Tokuyo M. T. K. K.      | Dec. 9  |
| Fushimi M. N. Y. K.     | Dec. 14 |
| Siberia M. T. K. K.     | Dec. 31 |

JAPAN COAST PORTS, ETC.

|                       |         |
|-----------------------|---------|
| Inaba M. N. Y. K.     | Oct. 22 |
| Sunning B. & S.       | Oct. 21 |
| Tungshing J. M. Co.   | Oct. 21 |
| Kwanze B. & S.        | Oct. 21 |
| Tibodas J. C. J. L.   | Oct. 22 |
| Haiching D. L. Co.    | Oct. 22 |
| Yuehsang J. M. Co.    | Oct. 22 |
| Chenan B. & S.        | Oct. 23 |
| Nellor P. & O.        | Oct. 23 |
| Cheongshing J. M. Co. | Oct. 24 |
| Changchow B. & S.     | Oct. 24 |
| Kaifong B. & S.       | Oct. 25 |
| Kueichow B. & S.      | Oct. 25 |
| Wingsang J. M. Co.    | Oct. 25 |
| Takada P. & O.        | Oct. 26 |
| Luchow B. & S.        | Oct. 26 |
| Feoshing J. M. Co.    | Oct. 26 |
| Kotsu N. Y. K.        | Oct. 26 |
| Haihong D. L. Co.     | Oct. 26 |
| Choysang J. M. Co.    | Oct. 26 |
| Suiyang B. & S.       | Oct. 26 |
| Jinsbo N. Y. K.       | Oct. 27 |
| Tijpanas J. C. J. L.  | Oct. 27 |
| Tihwong J. C. J. L.   | Oct. 28 |
| Namsang J. M. Co.     | Oct. 28 |
| Hailoong D. L. Co.    | Oct. 29 |
| Kamo M. N. Y. K.      | Oct. 29 |
| Japan P. & O.         | Nov. 2  |
| Dilware P. & O.       | Nov. 3  |
| Tjisalak J. M. Co.    | Nov. 3  |
| Shinsai M. N. Y. K.   | Nov. 4  |
| Takada P. & O.        | Nov. 10 |
| Tanyo M. N. Y. K.     | Nov. 20 |
| Bombay M. N. Y. K.    | Nov. 27 |



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|--------------|--------|----------------|
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| SHINYO MARU  | 22,000 | Nov. 2nd       |
| PERSIA MARU  | 9,000  | Dec. 2nd       |
| KOREA MARU   | 20,000 | Dec. 17th      |
| SIBERIA MARU | 20,000 | Dec. 31st      |

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|-------------|--------|----------------------|
| SEINO MARU  | 14,000 | Nov. 9th             |
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| KIYO MARU   | 17,200 | Jan. 10th            |

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"WOONSOCKET" ... 22nd October.

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"COLORADO SPRINGS" ... 23rd October.

TO SAN FRANCISCO.

"WEST HENSHAW" ... 27th October.

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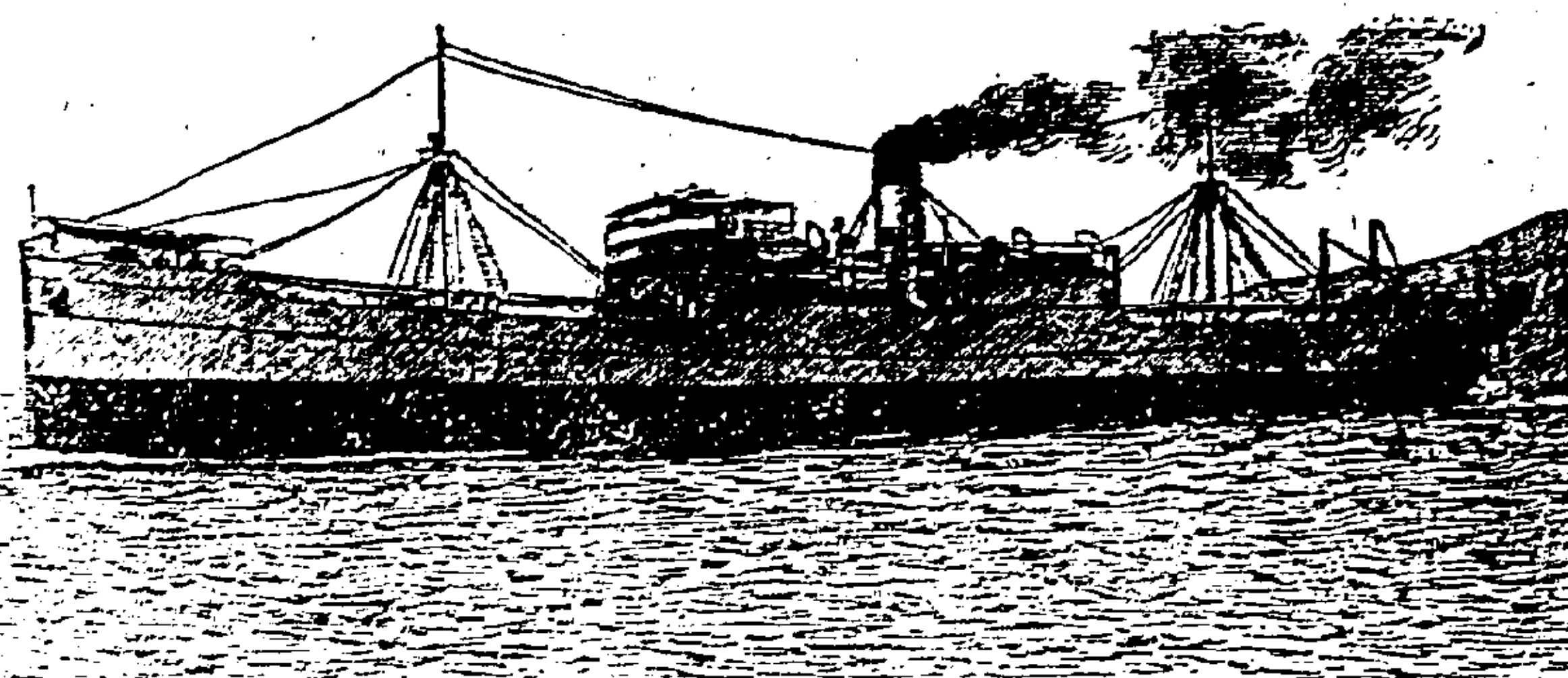
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| S.S.    | Tons  | From Hong-kong (about) | Destination              |
|---------|-------|------------------------|--------------------------|
| KASHGAR | 8,900 | 23 Oct. 10 a.m.        | M'les, London & Antwerp. |
| NOVARA  | 8,900 | 13th Nov.              | M'les, London & Antwerp. |
| DILWARA | 5,400 | 15th Nov.              | S'pore, Colombo & B'way. |
| NELLORE | 6,550 | 26th Nov.              | M'les, London & Antwerp. |

**BRITISH INDIA-APCAR SAILINGS (South)**

|        |       |           |                                               |
|--------|-------|-----------|-----------------------------------------------|
| TAKADA | 7,000 | 10th Nov. | (Calcutta via Singapore, Penang and Rangoon.) |
|--------|-------|-----------|-----------------------------------------------|

**EASTERN & AUSTRALIAN SAILINGS (South)**

|            |       |           |                                                                                     |
|------------|-------|-----------|-------------------------------------------------------------------------------------|
| EASTERN    | 4,000 | 29th Oct. | (Melbourne via Sandakan, Thursday Island, Cairns, Townsville, Brisbane and Sydney.) |
| KANOWNA    | 7,000 | 30th Nov. |                                                                                     |
| ST. ALBANS | 4,500 | 22nd Dec. |                                                                                     |

**SAILINGS TO SHANGHAI & JAPAN.**

|         |       |                |                         |
|---------|-------|----------------|-------------------------|
| TAKADA  | 7,000 | 36th Oct.      | Shanghai & Japan.       |
| NELLORE | 7,000 | 23rd Oct. noon | Shanghai, Kobe & Y'ham. |
| JAPAN   | 6,000 | 2nd Nov.       | Shanghai & Japan.       |
| DILWARA | 5,400 | 3rd Nov.       | Shanghai only.          |

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TOYAMA MARU ... Monday, 15th Nov., at 11 a.m.  
TOYOHASHI MARU ... Friday, 26th Nov., at 11 a.m.  
FUSHIMI MARU (Omitting Manila) Tuesday, 14th Dec., at 11 a.m.

LONDON &amp; ANTWERP via Singapore, Penang, Colombo, Suez, Port Said &amp; Marseilles.

SADO MARU ... Friday, 29th Oct., at 11 a.m.  
KITANO MARU ... Friday, 12th Nov., at 11 a.m.  
INABA MARU ... Friday, 26th Nov., at 11 a.m.

HAMBURG, LONDON &amp; ROTTERDAM via Suez.

DAKAR MARU ... Sailing from Singapore 19th Nov.

MARSEILLES &amp; LIVERPOOL via S'pore, C'bo, Suez &amp; Port Said.

KAMAKURA MARU ... Sailing from Singapore End of Nov.

SYDNEY &amp; MELBOURNE via Manila, Zamboanga, Thursday Island, Townsville &amp; Brisbane.

NIKKO MARU ... Friday, 22nd Oct., at 11 a.m.

NEW YORK via Suez.

SOUTH AMERICAN PORTS via Cape.

BOMBAY &amp; COLOMBO via Singapore.

JINSHO MARU ... Wednesday, 27th October.

CALCUTTA &amp; RANGOON via Singapore &amp; Penang.

KOTSU MARU ... Sunday, 24th October.

SHINSEI MARU ... Thursday, 4th Nov.

JAPAN PORTS—Nagasaki, Kobe &amp; Yokohama.

TANGO MARU ... Saturday, 20th Nov., at 11 a.m.

SHANGHAI, KOBE &amp; YOKOHAMA.

INABA MARU ... Friday, 22nd Oct., at 10 a.m.

KENSIN MARU ... Thursday, 21st October.

BOMBAY MARU ... Wednesday, 27th October.

For further information apply to **NIPPON YUSEN KAISHA.**

Telephone Nos. 292 &amp; 293. S. YASUDA, Manager.

**JAVA-CHINA-JAPAN LIJN.**

Regular Fortnightly Service between

JAVA, CHINA and JAPAN.

| Steamer  | From | Expected on or about | Will leave on or about | For              |
|----------|------|----------------------|------------------------|------------------|
| Tibodas  | Amoy | in port              | 22nd Oct.              | Java.            |
| Tijuanas | Java | 23rd Oct.            | 27th Oct.              | Saigon.          |
| Tijiwong | Java | 24th Oct.            | 28th Oct.              | S'hai via S'tow. |
| Tijisak  | Java | 25th Oct.            | 3rd Nov.               | Japan.           |

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia.

**ALSO OPERATING****JAVA PACIFIC LIJN.**

NEXT SAILING.

| Steamer  | From | Expected on or about | Will leave on or about | For            |
|----------|------|----------------------|------------------------|----------------|
| Tijiwong | Java | 1st Nov.             | 3rd Nov.               | San Francisco. |

Through Bills of Lading issued to U.S.A. and Canadian Overland Points.

For Freight and Passage apply to the **Java-China-Japan Lijn.** Yok. Buildings. Telephone No. 1774.

Shipping to Europe, Australia, and other Ports.

**DODWELL & CO., LTD.****STEAMSHIP SERVICES.**

Regular Sailings to NEW YORK.

FOR NEW YORK &amp; BOSTON

via Suez or Panama canal at owners' option.

**S.S. "MUNCASTER CASTLE"**

Sailing about 20th November.

**LLOYD TRIESTINO.**

FOR SHANGHAI.

S.S. "PERSIA" Sailing about 5th November.

BRINDISI, VENICE &amp; TRIESTE.

Taking cargo on through Bills of Lading for Levant, Black Sea and Danube Ports, via SINGAPORE, PENANG &amp; COLOMBO

S.S. "AFRICA" Sailing about 7th November.

S.S. "PERSIA" Sailing about 8th December.

Passengers Luggage can be insured at the office of the Agent

**NANYO YUSEN KAISHA LTD.**

(SOUTH SEA MAIL S.S. CO.)

Regular services between

JAPAN, HONGKONG &amp; JAVA.

For JAPAN S.S. "BORNEO M." sailing on the 30th October.

**OCEAN TRANSPORT CO., LTD.**

(TAIYO KAIUN KAISHA)

Steamship services Trans-Pacific, also to Australia, Europe, etc.

**NATAL LINE OF STEAMERS.**

Taking cargo on through Bills of Lading for South African Ports, with transshipment at CALCUTTA, in conjunction with the Indo-China Steam Navigation Co., Ltd. and Apar Lines.

For Freight or Passage on any of the above Lines apply to—

**DODWELL & CO., LTD., Agents.****AUSTRALIAN ORIENTAL LINE.**

HONGKONG TO PHILIPPINES &amp; AUSTRALIAN PORTS. SAILING (SUBJECT TO ALTERATION).

| Steamer | Arrives Hongkong from Australia | Leaves Hongkong for Australia |
|---------|---------------------------------|-------------------------------|
| TAIYUAN | In Hongkong                     | 23rd Oct. at 4 p.m.           |

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to

Butterfield &amp; Swire. Agents. Telephone No. 35.

**"ELLERMAN" LINE.**

(ELLERMAN &amp; BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA &amp; STRAITS

TO

UNITED KINGDOM AND CONTINENT.

For Steamer "CITY OF NAPLES" 15th November.

For particulars of sailings shippers are requested to approach the undersigned.

Subject to change without notice.

**THE BANK LINE, LTD.,**

or to REISS &amp; Co. Canton General Agents.

**LOS ANGELES PACIFIC NAVIGATION CO.**

TRANS PACIFIC FREIGHT SERVICE.

Operating the following U.S. Shipping Board steamers.

**HONGKONG**

TO

LOS ANGELES, CALIFORNIA, U. S. A.

| Due Inwards    | About   | Sailing        | About   |
|----------------|---------|----------------|---------|
| S.S. VINITA    | Nov. 10 | S.S. VINITA    | Nov. 13 |
| S.S. WEST HIKI | Nov. 30 | S.S. WEST HIKI | Dec. 2  |

Through Bills of Lading to all U.S. and CANADIAN OVERLAND POINTS. No transshipment en route.

Shipside connection with the Salt Lake, Santa Fe and Southern Pacific Railroads.

HEAD OFFICES:

LOS ANGELES, CALIF.

BRANCH OFFICE:

Kobe, SHANGHAI,

HANKOW, SINGAPORE.

HONGKONG OFFICE:

Prince's Building, Chater Road,

Telephone No. 1062.

CHAS. E. RICHARDSON,

General Agent for South China.

COASTAL SHIPPING.

**INDO CHINA STEAM NAVIGATION CO., LTD.****SAILINGS SUBJECT TO ALTERATION.**

| Destination        | Steamer     | Sailing                      |
|--------------------|-------------|------------------------------|
| MANILA             | Yucatan     | Fri., 22nd Oct. at 3 p.m.    |
| TIENSIN            | Cheongshing | Sun., 24th Oct. at d'light.  |
| SHANGHAI           | Wingsang    | Tues., 26th Oct. at d'light. |
| SHANGHAI           | Chorsang    | Thur., 28th Oct. at d'light. |
| SINGAPORE & Penang | Fooshing    | Tues., 26th Oct. at 2 p.m.   |
| Kobe               | Namsang     | Thur., 28th Oct. at 3 p.m.   |

CALCUTTA LINE.—This Line now affords regular sailings to Calcutta, Penang and Singapore. Returning from Calcutta steamers proceed via Straits and Hongkong to Japan occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light &amp; Fans and carry a fully qualified Surgeon. SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAPPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Hoihow when inducement offers.

BORNEO LINE.—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Datu.

TIENSIN LINE.—A regular service is run from March to Nov. between Hongkong &amp; Tientsin calling at Weihaiwei &amp; Chefoo.

**CALCUTTA LINE.**

S.S. "FOOSHING" will be despatched on or about Tuesday, 20th October, at 2 p.m. for SINGAPORE &amp; PENANG.

Through Bills of Lading issued to RANGOON, PORT SWETTENHAM &amp; MADRAS &amp; DUTCH EAST INDIES.

For Freight or Passage apply to—

**JARDINE MATHESON & CO., LTD.**

General Managers.

Telephone No. 215.

**C. N. C.**

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

| For                    | Steamers  | To Sail               |
|------------------------|-----------|-----------------------|
| SHANGHAI & TSINGTAO    | Chenan    | 23rd Oct. at 4 p.m.   |
| SWATOW & SINGAPORE     | Changchow | 24th Oct. at d'light. |
| H'HOW, PHOI & H'PHONG  | Kailong   | 25th Oct. at 10 a.m.  |
| SWATOW & BANGKOK       | Luchow    | 26th Oct. at 10 a.m.  |
| W'WEI, C'FOO & TIENSIN | Kueichow  | 26th Oct. at noon.    |
| AMOI, S'hai & PUKOW    | Suiyang   | 26th Oct. at 4 p.m.   |

SHANGHAI LINE.—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation amidships. Electric Light and Fans in saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai (twice weekly) and Tsingtao weekly, taking Cargo on through Bills of Lading to all Yangtze, and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANKOK LINE.—Weekly service to and from Bank via S'tow. For Freight or Passage apply to

**BUTTERFIELD & SWIRE.**

Agents.

Telephone No. 35.

Hongkong Oct. 21, 1920.

**DOUGLAS STEAMSHIP CO., LTD.**

HONGKONG &amp; SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light in Fans in state-rooms and Saloon and Excellent Cuisine.

FOR SWATOW, AMOI AND FOCHOW AND RETURN. (Occupying 9 to 10 days.)

| Steamships | Captain        | Leaving                   |
|------------|----------------|---------------------------|
| Haiching   | A. L. Stewart  | FRI., 22nd Oct. at noon.  |
| Haichong   | W. C. Passmore | TUES., 26th Oct. at noon. |
| Haichong   | J. S. Thomson  | FRI., 29th Oct. at noon.  |

Arrivals and Departures from the Co.'s Wharf (near Blake Pier.)

For Freight and Passage, apply to

**Douglas Lapraik & Co.,**

General Managers.

**PACIFIC SHIPPING.****NEW YORK DIRECT.**

Joint service of the

**"BLUE FUNNEL" LINE**

(Ocean S. S. Co., Ltd., &amp; China Mutual S. S. Co., Ltd.)

**AMERICAN & MANCHURIAN LINE**

(Ellerman &amp; Bucknall S. S. Co., Ltd.)

| Sailings from Hongkong | via Panama | 24th Nov. |
|------------------------|------------|-----------|
| "TYNEUS"               | via Suez   | 3rd Dec.  |
| "CITY OF AGRA"         | via Suez   | 10th Dec. |
| "ROMEO"                | via Suez   | 17th Dec. |

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and passage apply to

**BUTTERFIELD & SWIRE OF THE BANK LINE, LTD., HONGKONG.****HONGKONG & CANTON** REISS & CO. CANTON.**MOVEMENTS ON STEAMERS.**

The N. Y. K. s.s. KAMO M. (European Line) left London for this port via Suez, on the 20th Sept. and is expected here on the 28th Oct.

The T. K. K. s.s. KOREA M. arrived at Yokohama October 8th, being due at this port Oct. 21st.

The T. K. K. s.s. SEIYO M. arrived at Yokohama on the 13th instant and sails on 16th instant, being due at this port 23rd inst.

The P. &amp; O. s.s. NELLORE, left Singapore for this Port on the 17th instant at 3 p.m. and is due here on the 22nd instant at about 6 p.m.

The s.s. ELPENOR, (Blue Funnel Line) left Singapore on 17th inst. for Hongkong and is due here on 22nd inst.

The R. M. S. MONTEAGLE, is expected to arrive here at 7 a.m. on Thursday, 21st instant.

The T. K. K. s.s. TENYO M. arrived at Manila on the 17th instant and sails 19th instant, being due at this port on 21st instant.

The N. Y. K. s.s. NIKKO M. (Australian Line) left Nagasaki for this port on the 17th Oct., and is expected here on the 21st Oct.

The R. M. S. EMPRESS OF JAPAN left Vancouver for Hongkong, via Japan ports, Shanghai on the 13th Oct., and is due here on or about the 3rd November.

The s.s. TEIRESIAS (Blue Funnel Line) left Shanghai on 19th inst. for London Amsterdam &amp; Antwerp via Hongkong. Vessel is due here on 22nd inst. and will sail, as above, on 22nd inst. at 4 p.m.

The N. Y. K. s.s. KOTSU M. (Calcutta Line) left Moji for this port on the 18th Oct. and is expected here on the 23rd Oct.

The N. Y. K. s.s. BOMBAY M. (Calcutta Line) left Singapore for this port on the 19th Oct. and is expected here on the 26th Oct.

The Dollar Line Company's S.S. MELVILLE DOLLAR (New York Line) left Manila on 19th inst., and is due at Hongkong 22nd October.

The N. Y. K. s.s. SADO M. (European Line) left Kobe for this port via Moji, and Shanghai on the 19th inst., and is expected here on the 23rd October.

The R. M. S. MATTAWA, from Singapore is now expected to arrive here at daylight on Thursday, 21st instant.

**UNCLAIMED TELEGRAMS.**

THE GREAT NORTHERN TELEGRAPH COMPANY, LTD.

The following Unclaimed Telegrams are lying here:—

Seimaishio, from Kobe.  
Gimmo, from Amoy.  
Kawaster, from Tokio.  
Motel Kahn, Hongkong Hotel, from Kobe.

Leung Chung Chin, from Yokohama.

5191, 2402, 0733 (Fookchoomtoi), from Amoy.

George Robinson Hongkong Hotel from Yokohama.

Tack Cheung, from Shanghai.

Tungyeh, from Kobe.

Chowlaychee Yuenchong West Queen Road, from Shanghai.

1723, 0130, 1653, 0105, 3944 (Chungpakiao Chiyoda Hotel) from Shanghai.

N. LUND.

Act. Superintendent

Hongkong, Oct. 14, 1920.

EASTERN EXTENSION AUSTRALASIA &amp; CHINA TELEGRAPH CO.

Arthur Morris, from New York.

Aspoguest, from London.

Bygate, c/o Dobradica, from London.

Catto, from Kendal.

Cauvabank, from Paris.

Christian Hassen, from Singapore.

Edgar Jamison, from Brauncaster.

Greatest, from Singapore.

Hameltico, from Manchester.

Hinton, from Bristol.

Hongkong Express Storage Agency, from Calcutta.

Jamadane, from Mallanganee.

Jose Arnaiz, King Edward Hotel, from Manila.

Kelco, from Durban.

Kirkland, from Tientsin.

Kingsford, from Toronto Ontario.

McCullough, from Seattle Washington.

Mowichers, from Takow.

Odafre Asia, from Shanghai.

Sasae, from Taipeh.

Trading (S), from Boora'sia.



## NOTICES.



What Makes  
**"WESTMINSTER SPECIALS"**  
 so good ?

A trial reveals a refined flavour and delicate  
 aroma such as none other can boast of.

**WESTMINSTER**

TURKISH SPECIALS

From all Leading Tobacconists.

MANUFACTURED IN ENGLAND.



## POST OFFICE.

Extension of the Money Order agreement with China—Hongkong Money Orders may now be issued payable in all Chinese Post Offices which transact domestic Money Order business.

Registered and Parcel Mails are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

## INWARD MAELS.

Straits—Per NELLORE, 22nd Oct.  
 Shanghai—Per SUIYANG, 22nd Oct.  
 Japan—Per KOTSU M., 23rd Oct.  
 Straits and Calcutta—Per BOMBAY M., 26th Oct.  
 Japan and Shanghai—Per SADO MARU, 28th Oct.  
 Straits—Per KAMOMARU, 23th Oct.

## OUTWARD MAELS.

## TO-MORROW.

\*Swatow and \*Straits—Per CHANGCHOW, 9 a.m.  
 Port Bayard—Per WA SUN, 9 a.m.  
 Shanghai, N. China, & Japan via Kobe—Per INABA MARU, 9 a.m.  
 Java and Port Moresby via Batavia—Per TIBODAS, 11 a.m.  
 \*Swatow, \*Amoy and Keelung—Per AMAKUSA, M., 11 a.m.  
 Swatow, Amoy and Foochow—Per HAICHING, 11 a.m.  
 Philippine Islands—Per YUEN-SANG, 2 p.m.  
 Shanghai, North China Japan via Kobe, Canada, United States, Central & South America—Per YUEN-SANG, 2 p.m.

Philippine Islands, Australia, and New Zealand, via Thursday Is.—Per NIKKO MARU, Reg. 845 a.m. Letters 9.30 a.m.  
 Ceylon, Mauritius, L. Marques, S. Africa, India via Dhanushkodi, Egypt & \*Europe via Suez—Per TEIRESIAS, Reg. 1.45 p.m. Letters 2.30 p.m.  
 The Parcel Mail will be closed on Thursday, 21st inst. at 5 p.m.

SATURDAY, 23RD OCT.  
 \*Shanghai and \*N. China—Per CHENAN, 3 p.m.  
 Shanghai, N. China & Japan via Kobe—Per NELLORE, 10 a.m.  
 Tientsin—Per CHEONGSHING, 5 p.m.

Philippine Islands, Sandakan, Australia & New Zealand, via Thursday Island—Per TAIYUAN, Reg. 1.45 p.m. Letters 2.30 p.m.

MONDAY, 25TH OCT.  
 \*Shanghai & \*North China—Per WINGSANG, 5 p.m.  
 Shanghai & N. China—Per CHOYANG, 5 p.m.  
 Hoikow, Pakhoi & Haiphong—Per KATFONG, 9 a.m.

\*Correspondence bearing vessel's name only.

## METEOROLOGICAL.

|                                  | Previous Day | on date. | on date. |
|----------------------------------|--------------|----------|----------|
| Barometer                        | 29.39        | 29.35    | 29.93    |
| Temperature                      | 82           | 70       | 80       |
| Humidity                         | 45           | 57       | 48       |
| Wind Direction                   | sw.          | N.       | w.       |
| Wind Force                       | 1            | 3        | 2        |
| Weather                          | c            | b        | b        |
| Rain                             | 0.00         | 0.00     | 0.00     |
| Highest open air                 |              |          | 82       |
| Temperature on the               |              |          | 20th     |
| Lowest open air                  |              |          | 69       |
| Temperature on the               |              |          | 21st     |
| H.K. Observatory, Oct. 21, 1920. |              |          |          |
| C.W. JEFFRIES, Director          |              |          |          |

## WEATHER REPORT.

Oct. 21d. 12h. 34m.—Pressure has decreased considerably over Japan and moderately at Vladivostok and Weihaiwei, and increased moderately at Ishigaki and the Bonin Islands; other changes are slight. The anticyclone has moved eastward and another anticyclone is probably developing over N. China. A typhoon is situated near Oshima, moving N.E. Moderate to fresh monsoon will prevail along the China Coast, and over the N. China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.03 inch. Total since January 1st, 98.97 inches, against an average of 79.75 inches.

## FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

District. Forecast.

1 Hongkong to Gap Rock N. & N.E. winds, moderate; fine.

2 Formosa Channel N. winds, strong.

3 South coast of China between H.K. & Lamcocks. The same as No. 1.

4 South coast of China between H.K. & Hainan. The same as No. 1.

G. W. JEFFRIES, Director.

H.K. Observatory, Oct. 21.

## WELSH MINER'S RIOTOUS LIVING.

"I have scarcely patience to talk to you," said the Chairman of the Bristol Bench to Tudor James (22) who was sentenced to six weeks imprisonment with hard labour for wandering after spending £73 on a five-weeks holiday.

## HOTELS.

## THE HONGKONG HOTEL CO., LTD.

## OPERATING:-

THE HONGKONG HOTEL,  
 HOTEL MANSIONS,  
 THE REPULSE BAY HOTEL,  
 AND THE  
 HONGKONG HOTEL GARAGE.

J. H. TAGGART,  
 Manager.

## KING EDWARD HOTEL.

CENTRAL LOCATION,  
 ELECTRIC LIFTS AND LIGHTING,  
 TELEPHONE ON EACH FLOOR.  
 HOTEL LAUNCH MEETS ALL STEAMERS.  
 Tel. 373. Telegraphic Address: "VICTORIA"  
 J. WITCHELL,  
 Manager.

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1,500 FEET ABOVE SEA LEVEL.  
 15 MINUTES FROM LANDING STAGE.  
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(THE ONLY AMERICAN HOTEL IN THE COLONY.)  
 ICE HOUSE STREET.  
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 Nice and quiet yet only a few minutes' walk from the Banks and Central District. 45 Bedrooms. Excellent Cuisine. Scrupulously Clean. Moderate Terms. Monthly and Family Rates on application to the Proprietors.  
 Hotel Launch Meets all Steamers.  
 Telephone 812. MRS. F. E. CAMERON.

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UNDER NEW BRITISH MANAGEMENT,  
 THE PREMIER HOTEL FINEST SITUATION,  
 EXCELLENT CUISINE.  
 ARTHUR E. ODELL,  
 (Late Grand Hotel, Southcliffe, England and  
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 SACHSE, LENNOX & Co., General Agents  
 Are resident Managers.

## GRAND HOTEL DE PEKIN

PEKING, CHINA.

Tel. Address: "GRAND HOTEL"  
 Peking. CODES: A.B.C. 5th Edition: Bentley's & Liebers.

THE ONLY HOTEL DE LUXE IN THE FAR EAST.

Afternoon d'ansant, daily.

Beautiful new steel and concrete fire proof building with six floors, 3 lifts; 200 rooms, each with private bath and city telephone; and a spacious roof garden overlooking the romantic Imperial Palace, the Legation Quarter, the Rockefeller Institute, and the entire city.

Unexcelled cuisine, with French chef. Banquets a specialty. Wines of the best districts of France.

Large playground for children in the park of the hotel, which is the healthiest location in the city.

THOS. COOK & SON, Headquarters, in the building.

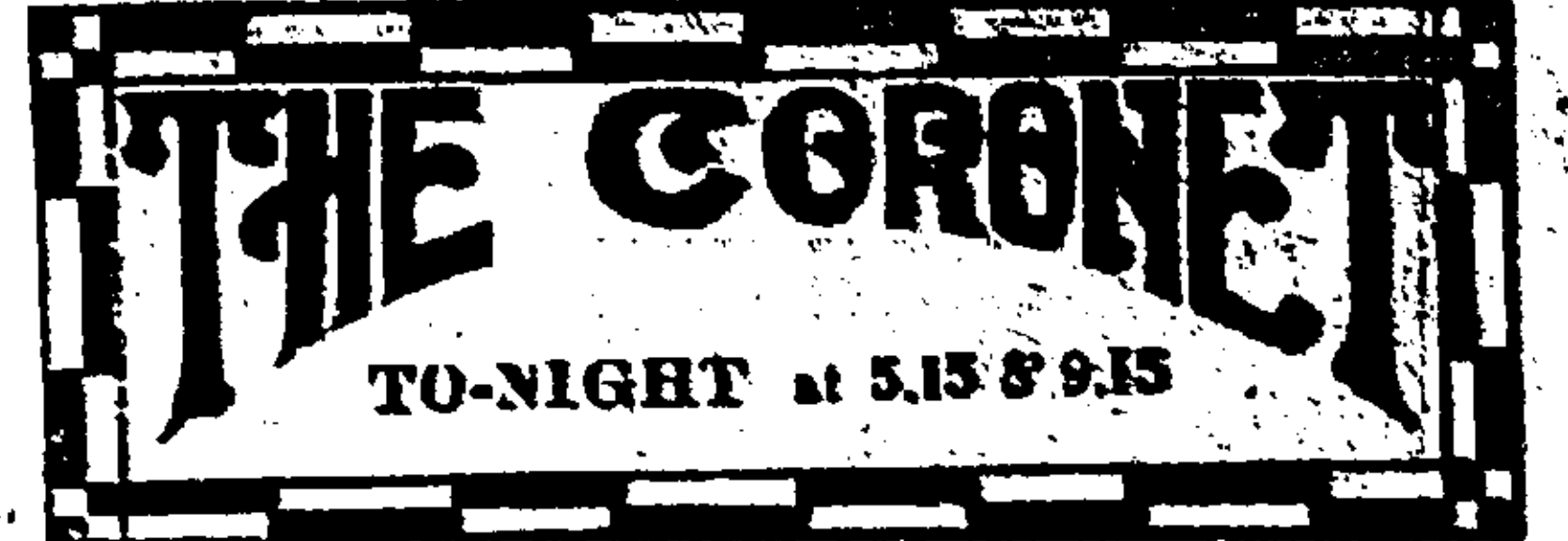
Motor bus meets all trains.

L. M. MAILLE,  
 Manager.



SOLE AGENT,  
 MUTSUI BUSSAN KAISHA, LTD.,  
 HONGKONG.

## ENTERTAINMENTS.



MABEL NORMAND

IN

"PINTO"

CORONET REVIEW. SNUB COMEDY.

Super-production Prices.

At 7.15 p.m.

"BOUND & GAGGED."

Episodes 5 & 6.

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TO-NIGHT at 5.15 & 9.15 p.m.

PARAMOUNT

presents

LINA CAVALIERI

in

"THE ETERNAL TEMPTRESS"

at 7.15 p.m.

"THE SECRET OF THE SUBMARINE"

Episodes 10, 11 and 12.

## NOTICE.



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(MITSUBISHI) TRADING CO. LTD.  
 COAL, GENERAL IMPORTS AND  
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SOLE PROPRIETORS OF COAL MINES OF  
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 SHINNY, KANAGAWA, KANAMASA, SHINAI  
 AND OTSUKA.

Agents for SAKITO COAL.

HEAD OFFICE, TOKYO.

BRANCHES AND REPRESENTATIVES:—NAGASAKI, KANAGAWA, YAMAGUCHI, MURAKAMI, KAMAYAMA, SATO, SHINNY, KANAGAWA, KANAMASA, SHINAI AND OTSUKA.

Cable Address:—"WASAKISAL"  
 Codes:—A1, A.B.C. 5TH ED.,  
 Western Union and Bentley.

AGENCY FOR:—THE MITSUBISHI MARINE AND FIRE INSURANCE CO.  
 THE OSAKA MARINE & FIRE INSURANCE CO.

For Particulars Apply to:—  
 S. KOMURA, Manager.  
 No. 14, Pedder Street Hongkong.

## TIDE TABLE.

18th to 24th October, 1920.

| Day       | High Water | Low Water | Day       | High Water | Low Water |
|-----------|------------|-----------|-----------|------------|-----------|
| Oct. 18   | Oct. 19    | Oct. 20   | Oct. 21   | Oct. 22    | Oct. 23   |
| Mon. 13   | 4.46       | 4.7       | Mon. 13   | 4.46       | 4.7       |
| Tue. 14   | 4.53       | 4.8       | Tue. 14   | 4.53       | 4.8       |
| Wed. 15   | 4.6        | 4.9       | Wed. 15   | 4.6        | 4.9       |
| Thurs. 16 | 4.67       | 5.0       | Thurs. 16 | 4.67       | 5.0       |
| Fri. 17   | 4.74       | 5.1       | Fri. 17   | 4.74       | 5.1       |
| Sat. 18   | 4.81       | 5.2       | Sat. 18   | 4.81       | 5.2       |
| Sun. 19   | 4.88       | 5.3       | Sun. 19   | 4.88       | 5.3       |
| Mon. 20   | 4.95       | 5.4       | Mon. 20   | 4.95       | 5.4       |
| Tue. 21   | 5.02       | 5.5       | Tue. 21   | 5.02       | 5.5       |
| Wed. 22   | 5.09       | 5.6       | Wed. 22   | 5.09       | 5.6       |
| Thurs. 23 | 5.16       | 5.7       | Thurs. 23 | 5.16       | 5.7       |
| Fri. 24   | 5.23       | 5.8       | Fri. 24   | 5.23       | 5.8       |
| Sat. 25   | 5.30       | 5.9       | Sat. 25   | 5.30       | 5.9       |
| Sun. 26   | 5.37       | 6.0       | Sun. 26   | 5.37       | 6.0       |

m morning, a afternoon

Printed and Published for the Proprietors by  
 Lee Hing Street, in the City of Hongkong.

## TO-DAY'S SHARE QUOTATIONS.

## OFFICIAL PRICES

| Bank.                        | Bank. | Bank. |
|------------------------------|-------|-------|
| H.K. & S. Banks n.           | 100   |       |
| East Asia b.                 | 117   |       |
| Marine Insurance             |       |       |
| Cantons n.                   | 370   |       |
| North China n.               | 153   |       |
| Union n.                     | 190   |       |
| Yangtze n.                   | 23    |       |
| Far Eastern n.               | 21    |       |
| Fire Insurance               |       |       |
| China Fire n.                | 138   |       |
| H. K. Fire n.                | 318   |       |
| Shipping                     |       |       |
| Douglas n.                   | 70    |       |
| H.K. Steamboats n.           | 25    |       |
| Indos (Prof.) b.             | 169   |       |
| Indos (Def.) L. R. s.        | 185   |       |
| Shells s.                    | 140   |       |
| Farries b.                   | 25    |       |
| Refineries                   |       |       |
| Sugars b.                    | 215   |       |
| Malabans n.                  | 3     |       |
| Mining                       |       |       |
| Kailans n.                   | 120   |       |
| Langkats n.                  | 15    |       |
| Shanghai Loans n.            | 15    |       |
| Shai Explorations n.         | 1     |       |
| Rauhe n.                     | 1     |       |
| Tronchs n.                   | 28    |       |
| Ural Caspian n.              | 15    |       |
| Docks, Wharves, Godowns, &c. |       |       |
| H.K. Wharves b.              | 89    |       |
| K. Docks b.                  | 147   |       |
| Shai Docks b.                | 119   |       |
| N. Engineering n.            | 25    |       |
| Land, Hotels & Buildings     |       |       |
| Centrals b.                  | 118   |       |
| H.K. Hotels b.               | 160   |       |
| H.K. Lands b.                | 121   |       |
| H. H. Lands b.               | 810   |       |
| K'loon Lands b.              | 40    |       |
| L. Reclamations n.           | 140   |       |
| West Points b.               | 32    |       |
| Cotton Mills                 |       |       |
| Kwos a.                      | 43    |       |
| Kung Yik n.                  | 40    |       |
| Leu Kung Mow n.              | 188   |       |
| Oriental n.                  | 190   |       |
| Shai Cottons n.              | 24    |       |
| Yangtze, 1000 n.             | 24    |       |
| Miscellaneous                |       |       |
| Cements b.                   | 84    |       |
| China Borneo n.              | 730   |       |
| Do. Light old n.             | 530   |       |
| China Providents b.          | 800   |       |
| Dairy Farms b.               | 31    |       |
| Electricity H. K. b.         | 18    |       |
| Electricity Macao n.         | 30    |       |
| Hongkong Ropes b.            | 7     |       |
| H.K. Tramways b.             | 7     |       |
| Peak Trams, old b.           | 7     |       |
| Do. new b.                   | 70    |       |
| Steam Laundries b.           | 4     |       |
| Steel Foundries n.           | 10    |       |
| Water-works n.               | 15    |       |
| Watsons b.                   | 2     |       |
| Wm. Powell b.                | 1     |       |
| Wisebans b.                  | 1     |       |